

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4085

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SATURDAY, OCTOBER 29, 1904.

六拜禮

號九十月十英曆

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,520,000

Head Office: YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHANG.
PEKING. DALNY.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI, Manager.

Hongkong, 12th September, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND:—
Sterling Reserve \$10,000,000
Silver Reserve \$17,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson.
A. Haupt, Esq.
H. Schubart, Esq.
E. Shellim, Esq.

CHIEF MANAGER:—J. R. M. SMITH.

MANAGER:—
Shanghai:—H. M. BEVIS.
LONDON BANKERS:—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG:—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902. [23]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL:—Sh. Tael 7,500,000
HEAD OFFICE:—SHANGHAI.
BOARD OF DIRECTORS:—BERLIN.

BRANCHES:—
Berlin. Calcutta. Hankow.
Tientsin. Tsingtau (Kiautschou).

LONDON BANKERS:—
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIETICHON DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE, Manager.

Hongkong, 12th August, 1904. [25]

VACUUM OIL COMPANY.

INCORPORATED 1866.

WE have appointed Mr. P. K. KNYVETT MANAGER of the VACUUM OIL COMPANY in Hongkong.

T. LEMON, General Manager,
Vacuum Oil Company,
China, Hongkong and Manila.

Shanghai, 21st October, 1904. [1167]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS.
GOLD \$7,992,173.37—about £1,640,000.
CAPITAL AND SURPLUS AUTHORIZED
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.
LONDON OFFICE:
THREADENEDLE HOUSE, E.C.

BRANCHES AT:
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, CEBU, SHANGHAI,
SINGAPORE, YOKOHAMA, BOMBAY,
CALCUTTA, CANTON,
AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.,
CREDIT LYONNAIS, DRESDNER BANK,
COMPTON NATIONAL D'ESCOMPTE DE PARIS, &c.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.
CHARLES R. SCOTT, Manager.

Hongkong, 26th July, 1904. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL Shanghai Tael 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies:
CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENTSIN.
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above Places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:
Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
1 1/2 per Annum Fixed Deposits for 3 months.
4 1/2 " " " 6 " "
5 1/2 " " " 12 " "

H. C. MARSHALL, Acting Manager.

Hongkong, 17th May, 1903. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.

" " " 6 " " 3 1/2 "

" " " 3 " " 2 1/2 "

T. P. COCHRANE, Manager.

Hongkong, 19th May, 1904. [24]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING TO SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. Co.; BOSTON STEAMSHIP and TOWBOAT COs., OCEAN S. S. Co. and CHINA MUTUAL S. N. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904. [643]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, MOJI and KOBE	{ BANCA (Passing through the Inland Sea). J. B. Feigussou	About 30th October	Freight only.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE	{ CEYLON (Passing through the Inland Sea). C. F. Lockstone, R.N.R.	Oct. 30th, 11 A.M.	Freight and Passage.
SHANGHAI	{ CHUSAN H. W. Kenrick, R.N.R.	About 4th November	Freight and Passage.
LONDON, &c.	{ COROMANDEL G. M. Monford, R.N.R.	Nov. 5th, Noon	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	{ MANILA H. G. H. Levellin, R.N.R.	About 9th November	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 29th October, 1904. [4]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

M.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZESS ALICE	WEDNESDAY, 9th November.
PRINZ HEINRICH	WEDNESDAY, 16th November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 23rd November.
PREUSSEN	WEDNESDAY, 7th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 21st December.
SEYDLITZ	WEDNESDAY, 4th January, 1905.
GNESSEN	WEDNESDAY, 18th January.
BAVERN	WEDNESDAY, 1st February.
ZIETEN	WEDNESDAY, 15th February.
SACHSEN	WEDNESDAY, 1st March.
PRINZESS ALICE	WEDNESDAY, 15th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 29th March.
PREUSSEN	WEDNESDAY, 12th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 26th April.

ON WEDNESDAY, the 9th day of November, 1904, at Noon, the Steamship "PRINZESS ALICE," of the NORDDEUTSCHER LLOYD, Capt. P. Wetlin, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on MONDAY, the 7th November, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 8th November, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 8th November. Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50 and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 26th October, 1904. [3]

Intimations.

LANE, CRAWFORD & CO., SPORTS DEPARTMENT.

NEW STOCK OF

TENNIS Rackets, Balls, Nets, Poles and Markers.
CRICKET Bats, Balls, Stumps; Gloves, &c.
FOOTBALLS. "Soccer" and "Rugger," Pumps, &c.
GOLF Clubs, Balls, &c.
HOCKEY Sticks, &c., &c.
CROQUET Sets, &c.
BOXING Gloves, 4 oz., 6 oz., & 8 oz.
SANDOW'S Developers.

LARGEST STOCKS IN THE EAST, AND FROM THE BEST MAKERS.

LANE, CRAWFORD & Co.

Hongkong, 22nd September, 1904. [38]

KUPPER PILSENER BEER.

THE LEADING BEER IN THE FAR EAST.
BEWARE OF IMITATIONS.

SOLE AGENTS—

CALBECK, MACCAGNO & CO., 15, Queen's Road.

Hongkong, 25th October, 1904. [44]

Intimations.



Millions

of bottles of Bovril are used annually—used in the sick-room where Bovril is the nurse's "second self"—used in the kitchen where Bovril is the cook's "right hand"—used on all occasions where strength and sustenance are required. Bovril as a food has received the endorsement of some of the greatest scientists of the age.



TRADE MARK.
TELEPHONE No. 131.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED, EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO., 12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904. [41]

JOHN DEWAR SONS & Co., PERTH WHISKY.

Extra Special \$16.00 per case 12/1
White Label \$24.00 " " 12/1

KRUSE & Co. SOLE AGENTS.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904. [778]

This space is reserved for

LONG, HING & Co., PHOTO GOODS DEALERS.

17, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [946]

PO CHEUNG & Co.,

昌發

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS
GENERAL DOMESTIC GOODS, &c.,
COUNTERS, PARTITIONS, FITTINGS, &c.,
MADE TO SIZES AND PARTICULARS.
DESIGNS FORWARDED ON APPLICATION.
TELEPHONE 460.

Hongkong, 16th August, 1904. [833]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [120]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER, Proprietor.

JAPAN COALS.



THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimizu, Kaji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Suway, Milke, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.O. and A.I. Codes).

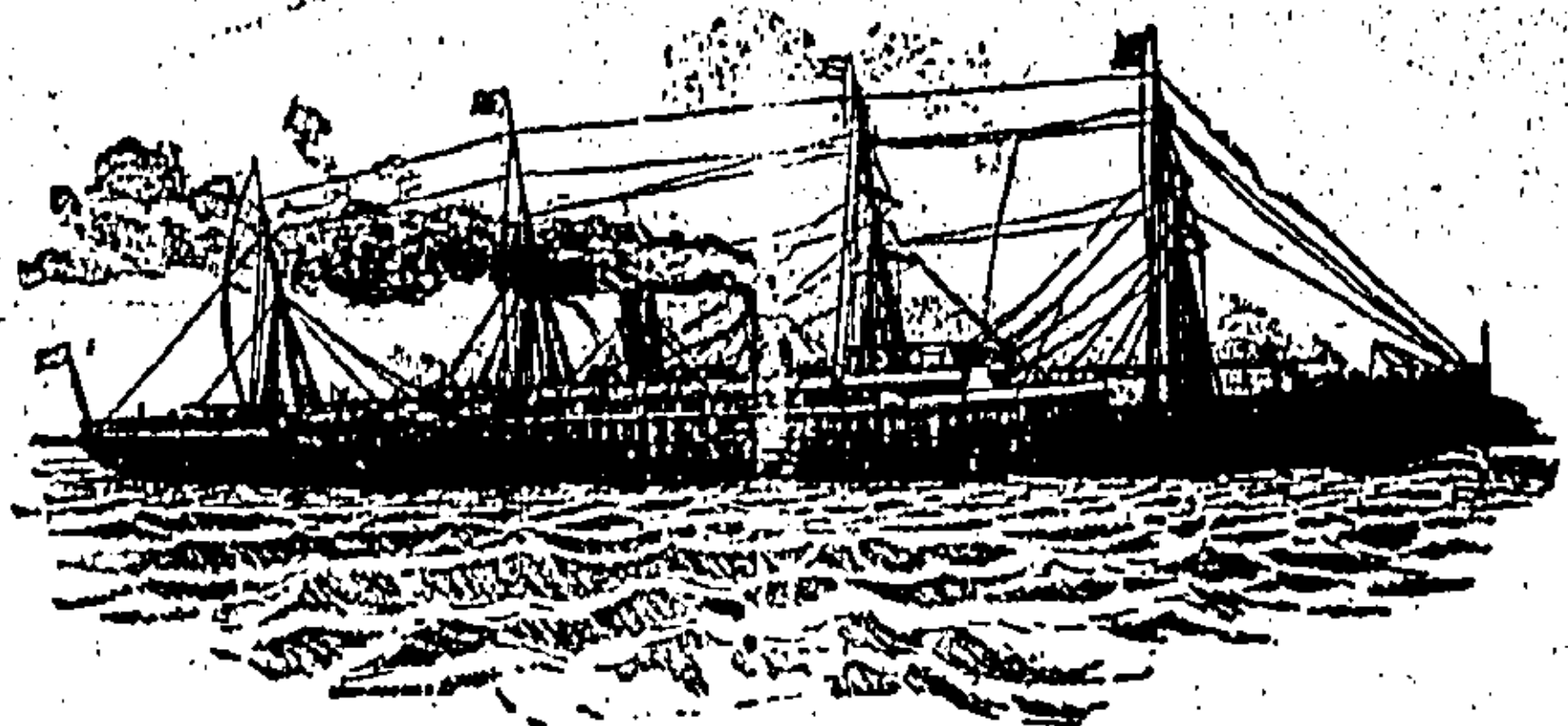
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinote, Hokoku, Hondo, Ichimura, Kenada, Mamet, Madnoura, Onoura, Otsuji, Sasahara, Teubakuro, Yoshinote, Yoshio, Yumokibara and other Coals.

S. MINAMI, Manager, Hongkong.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	4,205 Gross Tons.	TUESDAY, 8th November, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 12th November, at Noon.
"MONGOLIA"	13,639 "	TUESDAY, 22nd November, at Noon.
"AMERICA MARU"	6,300 "	TUESDAY, 29th November, at Noon.
"CHINA"	5,060 "	SATURDAY, 3rd December, at Noon.
"DORIC"	4,784 "	SATURDAY, 17th December, at Noon.
"MANCHURIA"	8,750 "	SATURDAY, 24th December, at Noon.
"COPTIC"	4,352 "	TUESDAY, 3rd January, at Noon.
"KOREA"	11,276 "	

Record Trip Yokohama to San Francisco made by a.s. "KOREA," 11,276 tons, Oct. 18th, 28th, 1902; 10 days, 15 hours.

THE O. & O. Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 8th November, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago, to destination, the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

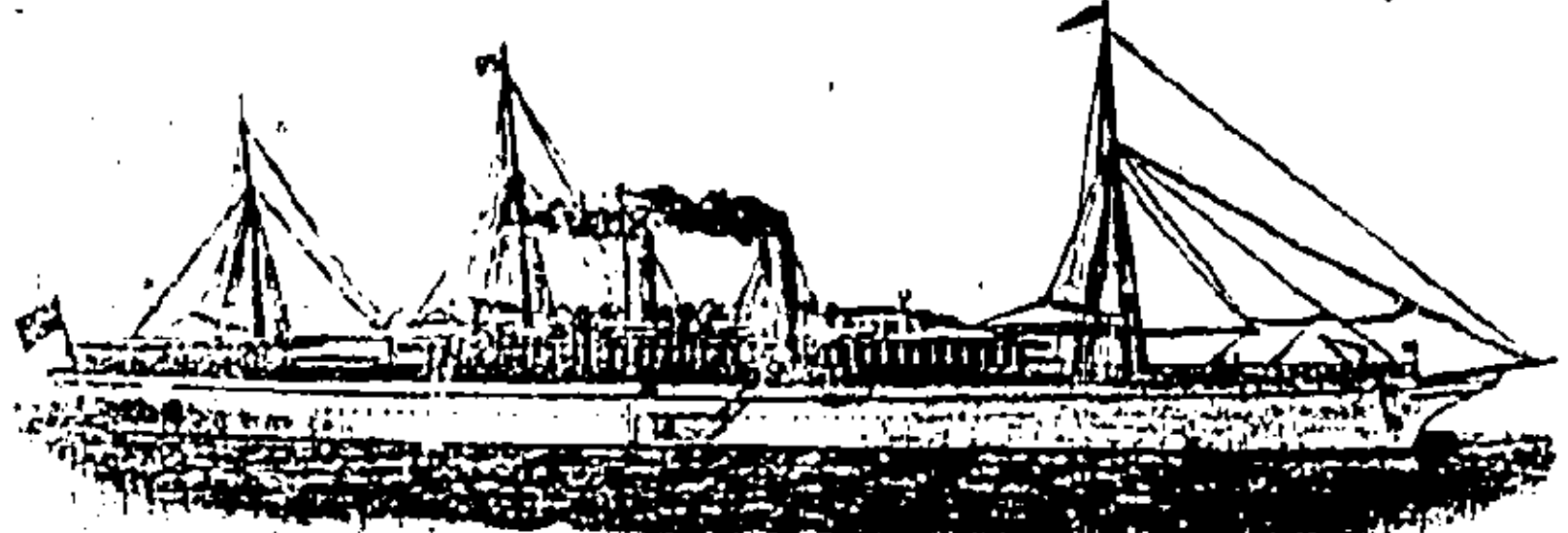
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 29th October, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

"EMPRESS" Twin Screw Steamships, 6,000 Tons - 10,000 Horse Power. Speed to Knots.
PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

R.M.S. "TARTAR"	4,425 Tons.	WEDNESDAY, 2nd November.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 16th November.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 14th December.
"ATHENIAN"	2,440 "	WEDNESDAY, 28th December.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 11th January, 1905.
"TARTAR"	4,425 "	WEDNESDAY, 25th January.

Hongkong to London, 1st Class, via St. Lawrence 46c. Via New York 46c.
Hongkong to London, Intermediate or 2nd Class, via St. Lawrence 46c. Via New York 46c.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 19th October, 1904.

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRECHTAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BRISGAVIA	HAVRE and HAMBURG.	4th Nov. Freight.
Schulke	(Calling at S'PORE, PENANG & COLOMBO).	
SLAVONIA	HAVRE and HAMBURG.	19th Nov. Freight and Passengers.
(ex STRASSBURG)	(Calling at S'PORE, PENANG & COLOMBO).	
Madison		
SEGOVIA	HAVRE and HAMBURG.	29th Nov. Freight.
Schoenfeldt	(Calling at S'PORE, PENANG & COLOMBO).	
SENEGAMBIA	HAVRE and HAMBURG.	13th Dec. Freight.
(ex NURNBERG)	(Calling at S'PORE, PENANG & COLOMBO).	
Jaburg		
ARMENIA	HAVRE and HAMBURG.	27th Dec. Freight.
Forst	(Calling at S'PORE, PENANG & COLOMBO).	
C. FERD. LAEISZ	HAVRE and HAMBURG.	11th January. Freight.
v. Hoff	(Calling at S'PORE, PENANG & COLOMBO).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1 Queen's Buildings. 16

TWIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM.

DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VŒUX ROAD CENTRAL, HONGKONG,

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,364 tons.	Captain R. D. Thomas.
"TOWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	W. A. Valentine.
"HANKOW"	3,073 "	B. Branch.
"KINSHAN"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons.	Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2.30 P.M.		
Departures on Sundays at 12.30 P.M.		
Departures from Macao to Hongkong daily at 8.30 A.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,119 tons.	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.		

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons.	Captain J. Wilcox.
"NANNING"	569 "	C. Butchart.

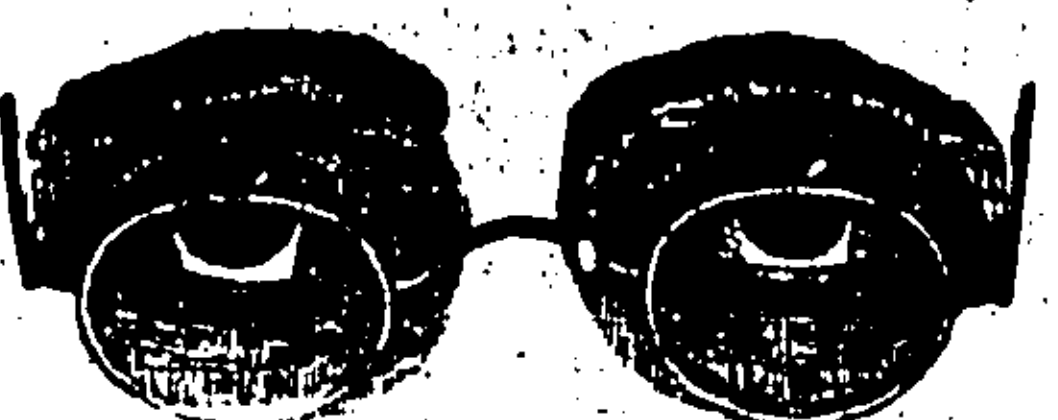
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Building, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th October, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper
Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

Hongkong, 1st October, 1904.

A. S. TUXFORD, Manager.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTOR
AND GENERAL COMMISSION
AGENTS.

16, DES VŒUX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HANI
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES.

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES.
ALWAYS IN STOCK

AT
REASONABLE PRICES

Hongkong, 15th December, 1903.

1804

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

60, QUEEN'S ROAD,
Watson's Building.

101

MEE CHEUNG.

PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 10
1st House Road.

IS now in a position, in his New and Com
modious Premises, to accept, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICE
in the Colony or in any part of the Far East.

GROUPS AND VIEWS:
a speciality.

Hongkong, 22nd September, 1904.

784

THE HONGKONG

STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLA
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1904.

11

HONGKONG VOLUNTEER RESERVE
ASSOCIATION.

FOR the convenience of Gentlemen desirous
of joining the Association, LISTS FOR
SIGNATURE are deposited at the following
places:—

HONGKONG HOTEL,
KOWLOON HOTEL,
HONGKONG CLUB.

MESSRS. KELLY & WALSH, LD.
MESSRS. WATSON & CO, KOWLOON.

F. H. MAY,
Colonial Secretary.

Hongkong, 25th October, 1904.

1161

GOVERNMENT OF BRITISH NORTH
BORNEO.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1905, 1906, 1907.

TENDERS will be received by the SECR
TARY to the GOVERNOR, Sandakan, on
or before the 15th November, 1904, for the
following REVENUE FARMS, for the year 1905,
or for the three years 1905, 1906, 1907:—

OPIUM FARMS.

SPIRIT LICENSE FARMS.

PAWNBROKING FARMS.

GAMBLING RESTRICTION FARMS
(North Borneo only).

For Particulars, apply to—

Messrs. GIBB, LIVINGSTON & CO.,
Hongkong.

BRITISH NORTH BORNEO.

CUSTOMS FARM 1905.

TENDERS are invited up to 12 Noon, 15th
November, 1904, for the CUSTOMS FARM,
including the sole right to collect all Import
and Export duties payable to Government, ex
clusive of import duties on WINES, BEER and
SPIRITOUS LIQUORS, which are farmed
separately, and except duty on STAPES
TOBACCO, TIMBER, COAL, MINERALS, CURE
and manufactured products for the year 1905.

Tenders may be for the whole territory (ex
clusive of Province Clarke) extending from
Sepilok river in Padan Bay on the West
Coast to Brunei Point, Sibak Bay, on the
East Coast, including all bays, rivers and
islands within the State, or for each separate
district.

Each tender should state the monthly rent
tendered.

This Farm is subject to the Laws and Re
gulations now in force or to any Laws or Re
gulations which may from time to time be
enacted or issued by Government.

Any further information on the subject may
be obtained from Messrs. GIBB, LIVING
STON & CO., Hongkong; the Finance Com
missioner, Sandakan; or from the Presidents
or Officers-in-charge of the different districts
or stations.

Tenders should be sealed and addressed to
the Secretary to the Acting Governor of British
North Borneo.

Every tender must state the nature of the
security to be offered and which must be partly
in cash to be deposited in an approved Bank
or partly in land and house property.

The Government does not bind itself to
accept the highest or any tender.

August 25th, 1904.

1970

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 614 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

1595

ROYAL AERATED WATERS
MANUFACTORY.

PRODUCE the highest Class AERATED
WATERS in the Far East on account of
their High Class Machinery and also of
the superior ingredients they use in the manufacture
of their goods, and the cleanliness, &c., are all
under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and
HINCHLiffe, LIMITED, Aerated Water
Engineers and Chemists, Manchester, visited
our factory recently in the course of a tour
amongst Eastern Aerated Water Makers, and
was greatly surprised at the compactness of our
factory and also the methodical way in which
everything pertaining to the making of Aerated
Waters was carried out. He also expressed him
self strongly on the absolute cleanliness of our
whole establishment, which he assured us was
equal to any he had yet visited and superior
to a great many. He also reported that the
quality of our goods was of a first class nature,
and they showed that scrupulous care was
exercised in the course of their manufacture.

Order Books and Price List. Please apply to
FACTORY and OFFICE, West Point. Tel. 367.

10, House Street. Tel. 374.

DE VANDENBERG & F. DANENBERG,
General Managers.

Hongkong, 20th May, 1904.

1677

HOTEL DES INDES.

Nos. 2 & 3, STAMFORD ROAD,
SINGAPORE.

THIS First Class newly opened Hotel has
excellent accommodation for FAMILIES,
TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4-6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the
commercial houses and Esplanade.

Spacious Refreshment, Dinner and Billiard
Saloons.

E. C. VAN MARLE,
Proprietor.

H. T. SARRE,
Manager.

Singapore, 4th October, 1904.

1108

TSANG FOO & CO.,

COAL MERCHANTS AND STEVED

Intimations.
A. S. WATSON & CO.,
LIMITED.

CHEMISTS
BY APPOINTMENT TO HIS EXCELLENCY
THE GOVERNOR.

AT THIS SEASON OF THE YEAR
WHEN BOWEL COMPLAINTS ARE
COMMON IT BEHOVES ONE TO
LOOK ROUND FOR A SUITABLE
REMEDY.

WATSON'S
ASIATIC CORDIAL
IS A SPECIFIC FOR ALL TROUBLES
OF THIS KIND.

WE RECOMMEND OUR CUS-
TOMERS TO KEEP A BOTTLE OF
THIS UNTIL THE AUTUMN IS
OVER.

A. S. WATSON & Co.,
LIMITED,
CHEMISTS.

DRUGGISTS.

PERFUMERS.

&c., &c., &c.

THE
HONGKONG
DISPENSARY,
ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 29th October, 1904. [35]

TELEPHONE NO. 110.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.
ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.
FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904. [45]

E. C. WILKS & Co.,
MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.
Salvage Work undertaken.
Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam
and Motor Launches.
Contract for New Tonnage on reasonable terms
with First-class Builders.
A large stock of Canadian Asbestos and
Asbestos goods kept.
Agents for Messrs. Allen & Sons Electrical
Plant and Centrifugal Pumps.
Telegram Address: "MARINEWORK."
Telephone—No. 358.
Hongkong, 3rd May, 1904. [58]

NOTICE
All communications intended for publication in
the "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.
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the world is 30 cents per quarter.
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five cents.

BIRTHS.
On 21st October, at Shanghai, the wife of
Fr. PELTZER, of a son.
On 22nd October, at Shanghai, the wife of
Geo. CAULTON, of a daughter.
On 22nd October, at Shanghai, the wife of
B. VON FISCHER, of a son.

MARRIAGES.
On 12th September, at Hamburg, WILHELM
CORTZE, Lieutenant Commander of H.G.M.'s
Navy, to ELLEN, daughter of G. Siemsen,
H.G.M.'s Consul at Fouchow, China.
On 22nd October, at H.B.M. Consulate,
Shanghai, by Sir Pelham Warren, K.C.M.G.,
and afterwards at the Union Church, by the
Rev. Chas. E. Darwent, assisted by Dr. Timothy
Richard, FREDERICK, fifth son of Mr. and Mrs.
Henry Griffin, of Blackthorne, Oxfordshire,
England, to ANNIE RENNIE, eldest daughter
of Mr. and Mrs. Robert Lay, of Shanghai.
On 22nd October, at the American Consulate,
Shanghai, Capt. C. W. MEAD, Engineer in
Chief of Hankow-Canton Railway, to Miss
HEATHER F. ZILZ, second daughter of Mrs.
C. J. Zilz, late of San Francisco. No Cards.

The Hongkong Telegraph
HONGKONG, SATURDAY, OCTOBER 29, 1904.

ENGLAND AND RUSSIA.

The unity of all parties in insisting on full
reparation for the outrage perpetrated by the
Russian Baltic squadron has gone far towards
removing the condition of uncertainty, relieved
only by the country's determination, that has
existed at home. The government has acted
wisely in assuming such firm attitude and in
giving a clear and emphatic pronouncement
upon their action and views upon the
gravest of many international questions that
have arisen since the close of Parliament.
Some of these, no doubt, have been unduly
magnified out of all proportion to their
merits, but there were others, notably the
cases of the *Smolensk*, the *Malaca*, the
Knight Commander, and the general question
of contraband of war, that were arousing a
dangerous sentiment in the public mind,
and upon which there was urgent call for evi-
dence that the government was alive to their
importance. But far surpassing the audacity
of other Russian acts we have been confronted
with the question of the unwarrantable
sinking of a British trawler, followed by an
absurd excuse from one of the officers on
board of the battleship *Imperator Alexander*
III. According to a Reuter wire this official
asserts that a transport steaming ahead of the
Baltic fleet, in the North Sea, was suddenly
surrounded by eight torpedo boats, and in
response to her signals, the battleship division
steamed ahead and told the strangers to
leave or state their nationality. This they
refused to do and proceeded to get
among the Russian ships! The report of a
gun was heard and the Admiral replied
"and continued his voyage." Proceeding,
the wire says, "The Admiral knew that the
Japanese had purchased torpedo boats in
England, and therefore feared that the
strangers were Japanese torpedo boats." It
has been estimated that the torpedo can be
shot at a distance of close upon two thousand
yards, and experiments have shown that the
boats can get in as close as four hundred
yards without being picked up by searchlights.
The vessels alleged to have been torpedo-
boats are, in all likelihood, a pure myth. For
many months past the Baltic squadron has
been refitting at its principal northern port,
and it is to be presumed that such battle-
ship as the *Imperator Alexander III*, the
Ostiahy, *Borodino* and others of that class,
were at least furnished with efficient
searchlights. If, in such an event, the com-
manders were unable to distinguish between
a British trawler and a Japanese torpedo
boat, which had "advanced among the
battleships," they will present a sorry plight
should they ever succeed in reaching the
area of operations in Far Eastern waters.
True it is that they were neither anxious to
show fight—not to rescue any of the wounded
fishermen—as they made off towards the
Channel with all possible speed. It was only
natural, therefore, that public opinion at home
has been at fever heat. To have indefinitely
delayed an explanation of the government's
action in these matters would have been not
only imprudent, but extremely dangerous,
and Mr. Balfour was well advised in coming
forward as he has done and taking the
country into his confidence. His statement
that the question will form the subject of an
international inquiry and that war has been
avoided will exercise a calming effect upon
the people at home, and should re-assure
the British public that the many difficult
situations which are continually arising
during the present war are being watched
with alertness from Downing Street.

LOCAL AND GENERAL.

THE N. Y. K. has decided to re-open its
Hongkong and Seattle lines.

Mr. Kawashima, war correspondent of the
Shimizu Nippo, was fatally wounded by a Rus-
sian shell on the 13th.

SANITARY measures are adopted against
Hongkong at Manila, British North Borneo
and Labuan, Newchwang and Siam.

In the Navy League Football match, played
on the Happy Valley, on Thursday, H.M.S.
Vengeance beat H.M.S. *Cressy* by 3-1.

The Japanese reserves dispatched to Pensiui
during the battle marched 80 miles in 24 hours
and immediately took part in the fight.

THE news of the result of the battle of Shaho
caused a rise of 1/2 in Japanese 4 per cent. bonds
in London, 1/2 in the 5 per cent., and 1/4 in
the 6 per cent.

GERMANY intends to propose to open the dis-
tricts south of Luchow-fu in Shantung for
foreign settlement and is investigating the
matter at this moment.

THE General Agent of the Shanghai Sumatra
Tobacco Co., Ltd., has received the following
telegraphic advice from the Deli Maatschappij:
Sold 665 bales of tobacco at Glds. 0.52.

A FIRST and final dividend of \$31.32 per cen-
tum has been declared in re C. E. Le Munyon,
lately carrying on business at Nos. 29 and 31,
Des Vaux Road Central, and who was ad-
judicated bankrupt on the 31st March last.

H.E. the Governor has issued a proclamation
declaring that, for the purposes of the Chinese
Passengers' Act 1855, the voyage of any Chinese
passenger ship from Hongkong, or any port of
China, to South Africa shall be deemed to be a
voyage of over thirty days' duration.

H.M.S. *Cressy* sailed for Singapore at 5.15 p.m.
yesterday. The band aboard struck up the
tune, "Should Auld Acquaintance be Forgotten,"
to which the *Vengeance*, lying hard by, re-
sponded with "Rolling Home," and "Now
we shan't be long."

WITH all the dignity usually associated with
German functions, says the *Shanghai Times*,
the laying of the Club Concordia foundation
stone on the plot on the Bund—Jinkee Road
corner—on Saturday, was carried out by
His Royal Highness, Prince Adalbert, in the
presence of a very large gathering of Shanghai
society of all nationalities.

THE first issue of a monthly magazine entitled,
The Victoria Recreation Club Magazine; a
record of Local Sport, is now in the hands of
the printers and will be published about the
middle of next month. Subscription, \$2.50 per
year. Intending subscribers are requested to
send in their names to the Hon. Secretary,
Victoria Recreation Club as soon as possible.

TO-DAY at 8.30 a.m. P.C. Parr found the dead
body of a male Chinaman lying on the road
at Hill Street, opposite the Shek Tong Tsui
market. The body was quite fresh, and there
were no wounds. On removal to the mortuary
death was found to be due to beri-beri. The
man was not identified, but the matter is being
investigated, in order to punish the parties re-
moving a dead body without a permit.

"To paint the town red" is commonly alleged
as an act of a hilarious individual, but not gen-
erally attributed to a body corporate! And yet
that is what the Public Works Department is
actually doing! Orders have been issued that
all government buildings are to be painted ter-
racotta, and the work has been initiated by
giving Nos. 1 and 2 Police Stations, Eastern
district, coats of that fashionable hue.

A CHEONG telegram of 22nd inst. reports that
the water in wells in Port Arthur, the Russians
say, is now frozen and medicine for the hospital
has become scarce and coal is much needed.
Many buildings in the town having been de-
stroyed, the approach of winter will entail much
hardship. The shortness of provisions has
begun to be felt. The Russians begin to fear
that the fall of Port Arthur will be very near.

PROGRAMME of music to be performed by the
band of the 114th Maharratas on the New Parade
Ground, on Monday next, from 4.30 to 6 p.m.:—
Wedding March from "Eurythmics".....Weber.
Overture to "Iphigenie en Aulide".....Gluck.
Transcription from an organ compo-
sition....."Angelic Voices".....Bastide.
Selection from "Oberon".....Weber.
Scene Espagnole....."Sevillana".....Elgar.
Selections from the "The Seasons".....Haydn.
God save the King.

At 5 o'clock Tuesday morning, the powerful
steamer *Samson*, which was purchased last
week by Mr. Bennett Burleigh, special war cor-
respondent of the London *Daily Telegraph*,
from the Shanghai Tug and Lighter Co. for
£120,000, will leave the Old Dock for the
scene of hostilities, says the *Shanghai Times*.
The *Samson* will touch first at Chefoo, before
starting on the perilous trip to be in at the fall
of Port Arthur. Captain H. L. Spear, will be
nautical commander and Mr. G. Lennox, Chief
Engineer.

THE Hon. Treasurer of the Alice Memorial
and Netherland Hospitals begs to acknowledge
with thanks the following donations to the funds
of the Hospital:—Nam Pak Hong Guild \$200,
Commission Agents Guild, \$200, Salt Fish
Guild, \$200, Bankers Guild, \$125, Opium
Dealers Guild, \$125, Chin Wah Fong Co. \$100,
California and Australian Imports and Exports
Guild, \$100, Fruit and Vegetable Guild, \$100,
Foreign Clothes Dealers Guild, \$80, Goldsmiths
Guild, \$75, Foreign Goods Guild, \$50, Old
Clothes Dealers Guild, \$50, Fong Sin Ting \$25.

TO-MORROW is the anniversary of the great
fire which practically gutted Hongkong, in
1866.

OWING to the continued indisposition of Mr.
H. H. J. Gompertz, Mr. F. A. Hazeland pre-
sided alone at the Magistracy to-day, and dis-
posed of all the cases before the Court.

SMALL boys still continue to place stones on
the tramway lines in front of advancing cars,
but they are very difficult to apprehend, as
they disappear and merge in the crowd. Yester-
day, however, a young engineer apprentice
was caught in the act of laying a large nail on
the rails. Result \$5 or 14 days.

CHAN Kam, an unemployed coolie, started out
on Thursday night to personate a constable of
police, and in that guise visited several houses
of ill fame in Temple Street, and tried to ex-
tract money from the inmates, on various pre-
texts. At one house he snatched up a watch
and chain and bolted out of the house—right
into the protecting arms of a Chinese constable.
Placed before Mr. Hazeland he was awarded
two months' hard labour.

THE man who fell from a window in Jervois
Street, which he was attempting to enter, after
climbing up the water spout, but was startled
by the appearance of some *foetus* in the room,
was placed before Mr. Hazeland this morning
at the Magistracy, and charged with attempted
housebreaking. As the man had badly injured
his legs, His Worship thought he had been
sufficiently punished, and was not likely to
attempt such a thing again. Inspector Gourlay,
who was in charge of the case, said that "might
be so, but it had been discovered that the
culprit had disobeyed the order of perpetual
banishment by returning to the Colony, and
pressed for the full penalty. His Worship
then sentenced the accused to twelve months'
hard labour, followed by banishment.

TRADE MARKS.

The Russian, German and French Ministers
at Peking have proposed the postponement of
the enforcement of the trade marks regulations,
and Germany has protested against the regula-
tions most strongly. The German Minister
informed the Waiwupu that if the Chinese go-
vernment does not postpone the date of enforce-
ment of the regulations the Chinese govern-
ment must indemnify the German merchants for
their losses in the matter. The British,
American and Japanese Ministers have urged
against the postponement of the enforcement,
but it is presumed here that China may not be
able to carry out the regulations at this stage.
—*Universal Gazette*.

According to a communication, dated Pek-
ing, 23rd October, from Prince Chen to Baron
Mumm, German Minister, the coming into
force of the Trade Mark Registration law has
been postponed for the time being.

TRIADS IN THE NORTH OF
KWANGTUNG.

For some time indications have not been
wanting that the Chinese in the north of Kwang-
tung have been more or less influenced by
what is transpiring across the borders in
Kwangsi. The Triads are specially active.
They are, however, more brigands than genuine
Triads. A barefaced outrage was recently
perpetrated. A youth, about nineteen years of
age, whose father had in some way incurred
the displeasure of the rebels, was captured
and carried off to the mountains. He was
held for ransom, and, at the same time, a
threat was sent that were the money not
forthcoming by a certain time, a terrible
revenge would be taken. The father was dilato-
ry, and the brigands carried out their threat.
The youth was murdered and then the body
was cut into four parts and sent to the father.
This reminds us (the *N. C. D. News*) of the
story in the book of Judges. This outrage
added to sundry attacks on country towns,
compelled the reluctant mandarins to bestir
themselves, and some of the robbers were
captured. It came out on the trial, that a
large number of names have been inserted in
the registers of the Triads, and that, among
them, are many of the soldiers of the Emperor.
It was asserted, however, that intimidation
would explain what had been revealed. Of
every hundred names perhaps eighty had
been inserted to escape persecution, for the
Triad brigands left unmolested those whom
they regarded as associates. Several Buddhist
priests were arrested, condemned, and executed.
It has been reported that a batch was executed
in Yingtak, and another in Shikuan. These
executions were done secretly within the
yamuns, lest the superstitious people should
be aroused. All this shows how uncertain is
the condition of things, and it is believed that
little inducement would be needed to lead
many of the people in the north of this pro-
vince to throw in their lot with the rebels of
Kwangsi, which would make it possible for
them to start another rebellion, that might
easily develop into another Taiping trouble.

FATAL FALLS.

A new form of epidemic appears to have
broken out amongst the bricklayers and other
Chinese mechanics, which takes the form of
falling, from scaffolds and windows, con-
siderable distances to the ground below. A few
days ago we reported the case of a Chinaman
who fell from a verandah in Queen's Road
Central, and was killed; subsequently, another
man fell from a window in Jervois Street
seriously injuring his legs. Yesterday a third
dropped from the "third storey" of a house
in Winklock Street, and was killed, while this
morning at half-past ten yet two others fell
from a scaffolding on the fourth storey at No.
131 Des Vaux Road, and were so badly injured
that neither of them are expected to survive.
One unfortunate man fell on the lower part of
his face, and was terribly injured; his nose and
chin being fearfully smashed up. The other
apparently fell plumb on his skull, his injuries
being such as are bound to prove fatal.

THE COMING INTERPORT
CRICKET MATCH.

R. HANCOCK'S XII. v. A. MACKENZIE'S XVIII.

In view of the now rapidly approaching In-
terport Cricket Match, teams composed of
members of the Hongkong Cricket Club, cap-
tained as above, played an interesting game on
the Club's enclosure this day. Owing to vari-
ous circumstances play, which was arranged to
commence at eleven in the forenoon, was not
entered upon until nearly noon, when the
junior team opened hostilities. The initial
stages of the game were very poor indeed, the
fielding of Mr. Hancock's contingent being
much too good for the batsmen. The innings,
deducting the tiffin interval, resulted in a total
of 164, which, considering the time, was a very
poor showing. The score read as follows:—
MR. MACKENZIE'S XVIII.

C. M. G. Burns, retired hurt 11
Lt. de Paris, c R. Hancock b Pearce 0
H. D. C. Bailey, c and b Pearce 0
Capt. Harris, b Chichester 0
Col. Mosse, run out 2
F. C. Bucher, b Chichester 2
A. Mackenzie, b Chichester 2
F. L. Hooley, c R. Hancock, b Lumsden 14
W. W. Ross, b Chichester 6
F. H. Kew, b J. T. Dixon 11
J. Hooper, c H. Hancock, b T. S. Smith 27
W. Daniel, c W. Dixon, b Lumsden 20
R. E. O. Bird, c Ward, b Chichester 2
C. H. Mackay, run out 10
A. O. Lang, c A. W. Dixon 16
T. C. Gray, c R. Hancock, b Hancock 14
Oxlade, c R. Hancock, b Dixon 8
Lt. Harvey, not out 0
Extras 17

Total 164
Mr. Hancock's team went in to bat at 4.10
the following gentlemen having put in an
appearance:—

Messrs. R. Hancock, H. Hancock, P. M.
Heath (11th Maharratas), W. T. Lumsden, R.A.,
Tercombe Smith, A. G. Ward, J. O. A. R. J.
(11th Maharratas), R. E. O. Bird, T. E. Pearce,
J. T. Dixon, Walter Dixon, and Major
Chichester.

When we went to press at 4.45 the score
registered by Hancock's merry men read 82 for
2 wickets, R. Hancock retiring with 82 to his
credit, with A. W. Ross disposed of without scoring.

On the drawing of stumps a meeting of the
Club was held to elect probabilities for the forth-
coming Interport Cricket match, but owing to
the lateness of the hour we are prevented from
publishing the result this evening.

THE SHANGHAI XI.
The "Shanghai XI" writes to the *N. C. D.*
as follows:—

Few will be found to say that the team
selected to play against Hongkong next month
is more than approximately representative of
Shanghai cricket. Some even incline to the
opinion that not only has not all the best
available talent been made use of, but that
prejudice has actually warped judgment in the
process of selection. But there is this very
general consensus of opinion that the team
as published is proficient beyond average in
much that makes a winning side, and that is
in fielding. In this respect the team are good
and true to a man.

Glancing at the other constituent ele-
ments it will be seen that there is good
solid batting strength attaching to such
names as Parkes, Moule, Turnbull, T.
Wallace, Potter and V. H. Lanning, whose
relative strength lies much in the order named.
Two capital stonewallers and most useful in
critical situations of the game are Duncan and
O. V. Lanning. But it is in the attack that the
team is weak. Potter is not bowling nearly as
well as he once did, possibly because increas-
ing years do not favour a long run before the
delivery of the balls, and Dew is as uncertain
as the natural dew, which sometimes is in
evidence and sometimes not. Turnbull will
possibly prove the best bowler in the team
with T. Wallace running him close. But in
the full knowledge that the bowling strength is
not A 1, it is inconceivable why the names of
F. Milner and Cooper should have escaped the
Argus eyes of the cabal of selection, for the
former is one of the best "leg-breakers" in
Shanghai, probably unique; while Cooper got
three wickets for two runs in the last Interport
match. It may seem anomalous too that Shang-
hai's last Captain against Hongkong is not even
thought worthy of a place in this eleven; yet
though his batting average is but two from the
top, and his deep fielding irrefragable.

Though admittedly it could not under the
present circumstances be placed in better
hands, it is unfortunate that the captaincy
should devolve upon the stock bowler, Potter.
In no first-class county team, nor with the
Australians or South Africans, has it been
found expedient of late years to have a bowler
as Captain; examples that might well be borne
in mind.

Taken as a whole the team is not altogether
unworthy of Shanghai, and one that is likely
to give a good account of itself in the coming
struggle for the colours, but there must be an
absolute banishment of that nervousness for
which one or two members of the eleven have
justly or unjustly credit, which is fatally com-
municable, and which so easily establishes a
deplorable and disastrous "rot."

THE WEATHER.

The following report is from Mr. J. I. Plum-
mer, Chief Assistant of the Hongkong Obser-
vatory:—

On the 29th at 10.55 a.m. The barometer
has risen slightly in China, and in the Philip-
pines, and shows a tendency to fall over the
Pacific.

Gradients are rather steep, upon the China
Coast, and fresh to strong monsoon may be
expected in the Formosa Channel; to the
southward they are rather light and moder-
ate to fresh monsoon will prevail over
the greater part of the China Sea.
Forecast—Fresh E. to NE. wind, and

DOUGLAS'S "THALES" SOLD.

We understand that the Douglas Steamship
Company's steamer *Thales*, which has been on
the Formosa run for many years past, has been
sold at a price showing a handsome profit on
its book value.

ZONE TIME FOR CANTON.

(From Our Correspondent.)

Canton, 28th October.
Zone time will be introduced here by the
harbour and Customs authorities at 10 a.m.
on Sunday next. All of the times mentioned in
the shipping regulations and so on will be
advanced by half an hour. In future the time
will be announced by the firing of a gun,
which, for the present, will be from the senior
warship in port.

R. A. O. B. SMOKER.

A most successful smoking concert was
given last evening by the R. A. O. B. Club, at
their Club rooms in Queen's Road, with Primo
J. Oxberry in the chair. There was no lack of
music to help out the long programme that
had been arranged. The pianists were Bros.
E. Sheffield and McClean, and Messrs. Roberts
and Olive. A most capital and spirited or-
chestra, which enlivened the proceedings with
really first class music, was composed of Messrs.
Jenkins, Roberts, Harris and Thurlow. The
members of the Order have certainly to con-
gratulate themselves upon such a splen-
did acquisition to their "smoker." The or-
chestra opened the evening at 8.30, to a full
room, with an overture, entitled *Unter dem*
Selbstbauer, which was heartily appreciated
and applauded. Brother Walston next sang,
with feeling, a humorous song entitled *Court-
ing Married*, which must have appealed to all
the married folk present. Previous to this
song the Chairman had warned all pre-
sent that, as the programme was so long,
the encores must necessarily be limited. Mr.
Young, R.N., next mounted the platform and
rendered in good style *Queen of My Heart*,
which was speedily followed by a very clever
recitation, from that well-loved author, Dickens,
telling of Pickwick's breach of promise case.
It was given with feeling and strength by Bro.
Goldenberg. This item was succeeded by a
mandolin solo—*Irish Air*—given by Mr. All-
work, who really did a good deal of work and
took a very active part in making a success of
the evening. Bro. Cooper then rose and sang
with good effect, after which Primo Thompson
temporarily took the chair, while Primo Oxberry
obliged with the capital song, *Waltz*. He has a
splendid voice, and although he was perhaps
not quite up to his usual form, he received a
great round of applause and an encore. The
audience would not be content until he had
given *My Dream of You*. No. 8 was a coon
song by Master Willey Hunt, who, although of
tender age, acquitted himself so such purpose
as to get a well deserved recall, which he
responded to by singing *When the leaves begin*
to fall. Mr. Cole, who was one of the best
and kept everyone in good temper, worked
hard on *The Good Old Summer Time*, and fur-
ther obliged later in the evening, with coon songs
and rags, *Bill Bailey* being amongst
the best received by all present. A vocal duet
by Messrs. Bacon and Harris met with well
merited applause, and they subsequently sang
together again. Bro. Christie, of the R. N., sang
the amusing little ditty *Longshoreman Billy*,
and as an encore gave, with great success, the
song, *One pro nobis*. He later proposed a
most amusing toast *The Coal Trade*. A violin
solo by Mr. Tipler, R.N., kept everyone quiet
and wondering how a naval man had learnt to
be so dexterous with the bow as the rendering of
The Broken Melody is far from easy. There
was also another violinist present in the person
of Mr. E. Jenkins, whose best efforts
were *Canterella Rusticana* Bro. Gow then came
to the front and sang, with success, the old time
ditty, *Twenty years ago*. Bro. Wolfe contrib-
uted a character song to the amusement of all,
and was very droll during the singing. In the
interval a large Gramophone was set to
work, and sandwiches, etc. handed round and
done ample justice to. Everything went off
very well and the evening was closed by a
very hearty singing of the National Anthem.
Several genial companions lingered yet awhile
and sang and danced for another hour, but all
present voted the "smoker" a huge success
for which Bro. Walston was largely instru-
mental.

EUROPEAN CONSTABLE.

CHARGED WITH LARCENY.

Donald Mackenzie, one of the recently joined
recruits from home for the local police force,
was this morning charged before Mr. Hazeland
with being in possession of \$2.68, reasonably
suspected of having been stolen, and of violating
his duties as a Police Constable. It will be
remembered that a fire broke out at 71 Bonham
Street, and it is now alleged that the constable
took a bag of money, which was afterwards
found to contain \$9.68, most of it in counterfeit
gold, from a man who was passing. This per-
son reported the matter at the Police Station,
the constable also mentioning it to
P.C. Green, who was on duty with him.
On the defendant's return to the station to
report "off duty," he was asked if he had
searched anyone, and said "No," but admitted
that he had taken a small bag of money from a
man, and had handed it to the inspector on
duty. He was then charged. The case was
called on this morning before Mr. Hazeland,
and was remanded till Friday next, as the
complainant could not be found. Bail was allowed
in the sum of \$200. Mr. John Hastings has
been engaged for the defence.

SHIPPING AND MAILES.

MAILES DUE.

Indian (*Gregory Apoor*) 31st inst.
American (*Siberia*) 31st prox.
Indian (*Lalsang*) 7th prox.
American (*McGillivray*) 10th prox.

The C. P. R. Co.'s *Empress of China*
left Yokohama on 28th inst. for Victoria and
Vancouver.

The C. & P. Co.'s *Rail* left Manila on
29th inst. at 4 a.m., and is due here on Mon-
day at 3.30 p.m.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

ENGLAND AND RUSSIA.

BALFOUR'S STATEMENT.

"NO WAR!"

(From Our Own Correspondent.)

LONDON, 29th October, 12.30 a.m.

As a result of the deliberations of the meeting of the Cabinet the Prime Minister has announced that the dispute between Great Britain and Russia [over the North Sea outrage] will be made the subject of an international inquiry.

Mr. Balfour further added that there would be "no war!"

[The above telegram was printed in our shipping "Extra" which was issued at 1 p.m., to-day and distributed gratis.—H.K.T.]

(Reuter's.)

The Russian Explanation of the North Sea Outrage.

LONDON, 27th October.

Prince Keretelli, an officer in the battleship *Imperator Alexander* at Vigo, explains that a transport steaming ahead of the Russian fleet in the North Sea was suddenly surrounded by eight torpedo boats and signalled for help, the battleship division advanced and signalled the strangers to leave or to state their nationality; the strangers refused to do this and advanced among the battle-ships, when the report of a gun was heard and the Admiral, forming line of battle, replied to the fire and continued his voyage. The Admiral knew that the Japanese had purchased torpedo boats in England and therefore feared that the strangers were Japanese torpedo boats.

(N. C. D. News.)

The Situation on the Sha River.

Tokio, 22nd October.

The Russians on the left bank of the Shaho continue moving in diverse directions at various positions especially to the east of Pensihi. Twenty thousand Russians are massed at Kaotailing above Pensihi.

A desultory gunfire continues along the front of General Nogu and General Oku, the Russians occasionally using six-inch mortars. The Russians bombarded the station at Shaho on the evening of the 20th inst.

General Oku's left captured a hundred and twenty rifles and other prizes.

General Yamada's Casualties.

Tokio, 22nd October.

Major-General Yamada's casualties on the Japanese left on the 16th inst. included ten officers killed, including Lieut.-Colonel Uzuwa, and twenty wounded.

The Battle of Shaho (Yantai.)

Tokio, 23rd October.

The results of the Shaho engagement are about five hundred prisoners taken, 10,550 Russian dead left on the field, forty-five guns captured, 37 ammunition wagons, 5,474 rifles, 6,920 shells, 78,000 rifle cartridges, and other spoils. The Russian dead have been buried with every mark of respect.

To Foster the Arts of Peace.

Tokio, 22nd October.

The Associated Chambers of Commerce of Japan have resolved to petition the Government in favour of the protection of industries and commerce, which must keep pace with the victorious progress of the war.

They urge the granting of facilities for the ownership by foreigners of land and railways, the opening of Manchuria and Korea, the encouragement of emigration, and the attraction of foreign visitors.

Prince Fushimi's Visit to the States.

Tokio, 23rd October.

Prince Fushimi, Envoy of Japan to the St. Louis Exhibition, leaves Yokohama this afternoon on board the P. M. S. *Manchuria*.

The Cost to Russia of Taking the Offensive.

Tokio, 23rd October.

The Russian casualties are now estimated at sixty thousand.

A Summons to Confer.

Tokio, 23rd October.

General Nishi, commanding the Japanese garrison in the Liaoting Peninsula, returned to Tokio yesterday to confer with the Government.

A Sinister Report Contradicted.

Tokio, 23rd October.

The report of the illness of General Kuroki is unfounded.

The Japanese War Budget.

Tokio, 23rd October.

The Budget for the next fiscal year was settled at to-day's Cabinet Council.

The general expenditure and war expenses are roughly estimated at a thousand million yen. The increase of the existing taxes and the imposition of new taxes are expected to bring in a hundred millions; but the bulk of the war funds will be drawn from the issue of public bonds, the prospects of which promise to be excellent.

FINANCIAL RETURNS.

JANUARY-AUGUST.

From the comparative statement of the revenue and expenditure of Hongkong for the eight months ended the 31st August last, it is seen that the actual revenue up to that date was \$4,330,472, as against \$3,431,700 for the same period of the preceding year, while the actual expenditure amounted to \$4,059,757, compared with \$3,476,585 for the corresponding months in 1903. The amount received to the credit of water account showed a decrease of \$117,358, while licensing fees had increased to the extent of 1,021,313 over the amount received from January to August last year. The largest increase on the other side of the account was \$215,430 on military expenditure and contribution to the Imperial Government, while next in order were \$18,997 on education, \$18,145 on the Botanical and Afforestation Department and \$14,990 on the Public Works Department. Turning to the decreases it will be seen that the amount spent on the sanitation of the Colony is \$41,851 less than during the same period of 1903, while Post Office expenditure decreased by \$21,414, public works, recurrent by \$19,405 and New Territory Land Court by \$17,942. The amount spent on public works, extraordinary, showed the big increase of \$75,117, while the amount derived from land sales decreased by \$35,147.

LECTURE AT THE SANITARY INSTITUTE.

At the Sanitary Institute last night, Lieut. B. A. Craig, R.A.M.C., delivered a very interesting and instructive lecture, before a fairly full audience, the subject chosen being "Practical Ventilation." He gave a lucid definition of the "term ventilation," and went on to describe "air," its composition and properties, as well as the various impurities to be found therein. He also described some of the diseases produced by impure air, and then explained the methods used for the examination of air. On Tuesday next, Lieut. Craig will deliver his second lecture and will deal with the quantity of air required for ventilation, requirements of the healthy and sick, different methods by which the necessary fresh air can be supplied, with a comparison of the advantages and disadvantages of the various methods commonly used. Lieut. Craig has a good delivery, and understands how to make his "talks" interesting, and as they are upon subjects so useful to the general public he should have a large attendance at his next lecture.

IN A CORNER OF ASIA.

There is something of an extraordinary interest in the hundred pages of the pretentious little volume which reaches us from a city away off the beaten track in a little known corner of Asia. Its compiler has produced a valuable handy-book, wherein he sets forth the main points in the political history of Siam, its present conditions, characteristics of the people and a description of the many places of interest in the Kingdom, besides various tables explanatory of the coinage, weights and measures in use, and other information of general utility, not omitting even a brief Siamese vocabulary. There are fifty beautiful illustrations many of which are of distant, remote and out-of-the-way localities, and these amply testify to the fact that "the visitor to Siam will find in every direction things to interest and things to amuse." In fact, the perusal of this work will result in one's learning much about the country which will disillusionize the common idea of the kingdom. One thinks of Siam, and especially Bangkok, as a particularly unhealthy place; yet, according to Mr. J. Antonio, who by the way, is a member of the Geographical Society of Lisbon, and of the Commercial Geographical Society of Paris, official statistics prove that such is by no means the case. But while he asserts that cholera is practically unknown he omits to give us particulars of the prevalence or not of other disease, so that one has to presume that in Bangkok, as in other tropical places, the usual fevers and so on can be found by the least unwary. Judging by the many picturesque places described the country is well worth a visit, and intending visitors are advised to make the trip sometime between November and February when the heat is considerably tempered and cool nights are the rule. During these months there is generally a fair water supply and no rain, matters of some importance, says Mr. Antonio, when one is travelling in the interior. As to what to take, we are told that Bangkok can supply anything from the proverbial needle to the anchor and just an ordinary outfit is all that is needed. We might usefully add that a copy of this excellent guide to Bangkok and Siam, which can be had of Messrs. Kelly and Walsh, or the *Siam Observer* office, Bangkok, should not be omitted from the baggage. The book is one to consult on many points and should prove an indispensable work to those visiting this land of strange contrasts.

"PREPARING FOR A GOLD STANDARD."

It is reported from a reliable source in Peking that, with a view of starting a gold standard in the near future, the Board of Revenue, in obedience to instructions from the Throne, began last year to collect and store up gold bars, etc., the intention being that, when at least 100,000 taels weight of pure gold had been collected, a start with the gold standard shall be made, the gold being used for coining gold pieces, while silver tael pieces of standard weight are also to be struck. A few days ago, this subject being brought up before the Empress Dowager in the Grand Council, her Majesty commanded two of her councillors to proceed to the Treasury rooms of the Board of Revenue to make an investigation, as to how much gold bullion had been so far collected towards the object in view. A careful examination revealed the fact that only 13,580 taels weight of gold had been collected, which, calculating at that rate, would require at least seven years more before China can have a gold standard.—N. C. D. News.

RUSSIA AWAKES.

ACUTE SUFFERING AND DISCONTENT AMONG THE TSAR'S SUBJECTS.

THE COMING FAMINE.

I knew already that in every department of Russian public life there was trouble, that there was no side of it but felt the pain and peril of the present regime; but I was hardly prepared for some of the manifestations of social sickness which I found. To many it will come with a shock even sharper than that created by the assassination of Plehve to learn that the country is on the eve of another famine that will recall the horrors of 1901, and with a great war on hand is like to prove yet more costly and dangerous. The outer world seems to agree in regarding political murder as inevitable under such a system as Plehve established. It has sometimes been suggested that famine in Russia is, and will always be, inevitable under present physical and climatic conditions. That is mere moonshine. If the Government had shown the same ingenuity and enterprise in developing agriculture that they have shown in nursing parasitic industries, had spent on technical education what has gone into the purse of the Holy Synod had extended irrigation as they have extended railways, had invested in the care of forests and the improvement of crops and cattle what they have put into the drink trade, there would be no talk of famine to-day. Instead, the peasants have been of deliberate policy kept in a condition of degrading ignorance and subservience, so that years must elapse ere they are able to use the better machinery and methods available; and the *zemstvos*, those provincial councils in which lay the only hope of a better organisation of rural life, have been disabled and forbidden to carry out plans of education and assistance. The food of the *miryik* is always meagre enough, and so narrow is the taxable margin, even in good times, that every now and then immense areas have to be wiped out by an act of Royal "clemency."

NEGLECT OF AGRICULTURE.

In the rapid and costly extension of the railway system there has always been held out the double object of internal development and external "defence." By far the greater part of the millions that have been spent in this way have gone in building confessedly "strategic" lines, but the pretence of helping agriculture has always been kept up. As a matter of fact, the export of cereals has been greatly assisted—a dubious boon, except to the great landlords. But the present situation well illustrates the antagonism of the two aims. If peace could have been maintained for, say, half a century to come, the Trans-Siberian line, though it would probably still have failed to pay for itself, for it has cost practically a hundred millions sterling to build, would have greatly stimulated the exploitation of the virgin territories through which it runs. As it is, it has been worse than a "white elephant"; it has actually been the means of setting back Siberian life to a point from which it will take a generation to recover.

ARRESTED DEVELOPMENT.

While in Moscow I had an exceedingly interesting and enlightening talk with Mr. H. Cooke, the British commercial agent, who has recently returned from a very extensive journey through the agricultural region of Asiatic Russia. He explained to me among other things, the really remarkable growth of butter-making, an industry created, one may almost say, by the demands of the British market, but entirely dependent on the great railway. The first dairy producing for export was founded only ten years ago; there are now nearly two thousand establishments, and in four years the total amount dispatched has increased from five to nearly a hundred millions of pounds. This is, of course, an exceptional record; as Mr. Cooke said in one of his recent reports, "cheap and cumbersome commodities can hardly bear the charge of so long a land journey," while experience is fully justifying his remark that "the sea will probably hold its own in the carriage of all but valuable cargoes, perishable articles, and goods deliverable by fixed date." What the sea does for the produce of the Pacific coast, the rivers did for Siberian lumber and agricultural exports. But the competition of the railway has crippled the river traffic, steamboat services have been suspended or weakened, and energy has been diverted from the improvement of high roads to the hasty completion of a single line of railway, of which no serious student has much hope so far as goods traffic is concerned. When military exigencies put a complete stop to the use of this one means of communication, the economic severance of the two parts of the empire produced widespread loss, and an injury to credit that will long be felt. The agricultural development of Siberia was arrested at a stroke; and in Moscow, which depends very largely on the Eastern trade, many branches of business were brought to a standstill, other effects of the war—the calling out of reserves, the requisitions of cattle and forage, the stoppage of emigration, the rise of prices, the suspension of Government works, the general collapse of industrial employment—being thus specially aggravated.

STIFLING VILLAGE LIFE.

I give this as an example of the way in which the policy of the Government tends to deepen the disabilities of the mass of the population, of which over 90 per cent. in Siberia and over 70 per cent. in European Russia are directly engaged in agriculture. It is an indirect and comparatively innocent example, although when we think of what might have been done with these wasted millions, if the "Little Father" had been thinking of his own people, instead of the Eastern swamps, where hundreds of thousands of them are now being fruitlessly sacrificed, we can by no means acquit the autocracy even on this score. But what is morally worse, if not in the issue more disastrous, is the existence of a domestic policy as to which it is almost impossible to form a conclusion which I have heard argued that it is directly and deliberately designed to keep

the people poor and ignorant. That at any rate is its result. The Saratoff *zemstvo* proposes to open peasant classes in rural economy; M. Plehve opposes his veto. The Kowsk *zemstvo* decides to open a summer course of instruction for rural teachers; M. Plehve opposes his veto. The Voronej Agricultural Committee reports that the slow death of the Russian village is inevitable if the present system continues; its chief members are arrested and exiled. In other places the active members of the local government bodies are simply removed, or confirmation of their appointment is refused, while the councils themselves are forbidden to undertake certain kinds of work or to co-operate with each other (lest, forsooth, they should lay the foundation of a larger representative structure); their most devoted servants are removed; necessary loans are refused to them, on the ground that all the money available is needed for the war, a hypocritical pretext.

THE SHADOW OF FAMINE.

The results of this obscurantism, carried on heartlessly for many years, and now aggravated by a cold spring and a dry summer, are what might be expected. I cannot here recite the detailed reports I have obtained from private informants and from the Russian Press. In Volodga and other Northern Governments the lack of forage is specially complained of, and the *Novoye Vremya* says that there has not been in living memory so large emigration of peasants seeking work in the South. Too often they will have sought in vain. In Novgorod numerous peasants, having sold their last cows, have been forced to take to the road as beggars. In the South the outlook is very black. In South and South-West Bessarabia the crops are already completely doomed, and the population will depend on imported food. At the same time, owing to the lack of forage, the price of cattle has fallen to a nominal level, there being no local buyers. In Kherson a complete failure of crops is expected, and the desperate peasants have taken to driving their cattle on to the large private estates for pasturage. In a district near Elizavetgrad, just a month ago, there was a serious affray between the police and fifty or sixty peasants bent on this kind of depredation, and troops had to be brought in. In the Government of Kiev, some of the local authorities have already been instructed to prepare measures for famine relief. In many localities the trouble is increased by the advent of insect pests. No need to extend the list. Many of the richest corn-growing lands are affected; and within a few weeks the State will be face to face with an emergency more shameful if not more perilous than the campaign in the Far East.—G. H. P. in London Chronicle.

THE DAIRY FARM.

It is announced that after the ordinary yearly meeting of shareholders in the Dairy Farm Co. on the 10th prox., an extraordinary general meeting will be held for the purpose of considering, and if thought fit passing a resolution, that the capital of the Company be increased to \$187,500 by the issue of 15,000 new shares of \$7½ each, and that the directors be authorised to allot such shares *pro rata* among the existing shareholders according to the number of shares for which they may, on the 10th prox., be registered, in the proportion of three new shares for every two shares held by them on that date.

REPORTED MASSACRES AT KWANGCHOWAN.

The N. C. D. News translate the following from the *Eastern Times*, with all reserve, making no comment until the receipt of further news, confirmatory or otherwise.—During the middle of the last moon (the latter part of September last) over a thousand desperadoes attacked the village of Taipingchi, in Such'ien district. The village in question is near Chi'hi'an, and lies within the boundaries of Kwangchowwan, leased to the French. The marauders pillaged all the native shops and hongs as well as the foreign-style buildings in the place, but they were eventually driven off by French troops. The latter then made examination of the various shops that had been plundered and subsequently found that there was one shop—a joss paper shop—which had apparently not been touched by the bandits. It was also further discovered that none of the inmates of the shop had been hurt, and this aroused the suspicions of the French, who thought that these people were in collusion with the marauders. The owner and his assistants were accordingly summarily shot by the French soldiers, who then transferred their wrath against the inhabitants of a neighbouring village, with the result that the men, women and children of that place without distinction, were promptly "wiped out of existence." This great injustice aroused the deep anger of the people of the villages round about, who sold all their lands near Taipingchi (the place plundered by the marauders) in order to raise money to purchase arms and ammunition for the purpose of obtaining revenge. This becoming known to Huang Su-huan, prefect of Leichow (to which Such'ien belongs) he at once sent troops to the scene to preserve the peace, but the wrath of the inhabitants of the region in question has been raised to such a pitch that it will be most difficult to solve this serious problem.

An amah employed by a family living at Albany Terrace made an excuse to get another amah out of the way, and while she was absent entered her room and abstracted from her box, a \$10 note, jewels and clothing, of the aggregate value of \$65.50. She carried them off and hid them, and when the other amah returned, she shortly afterwards discovered her loss, and also made the interesting discovery that she had been sent on a false errand. Suspicion immediately fell upon the other servant, who was arrested, and on a search being made the things, with the exception of the \$10 note, were found in her possession. Mr. Kemp yesterday sent her to two months' hard labour as she could not explain satisfactorily either the false errand or her possession of the stolen goods.

ROBBING THE DEAD.

Shaik Abdulla, foreman, and four coolies of the Sanitary Department, were this morning charged with stealing \$5 from the body of a dead man. As reported in another column, a Chinaman fell from a house in Winlock Street last night and was killed. An ambulance was sent for, and a sergeant with the five accused at once went to the spot. The sergeant went inside to investigate and inspect the premises and verandah from which the man fell. When he returned he found the accused, whom he had left below in charge of the body, had stripped the latter of its upper clothing and secreted it; and in the pocket of the dead man's jacket was found \$5. The men were this morning placed before Mr. Hazeland when the case was remanded for further independent evidence.

BLAKE GARDEN.

It is notified in the *Guardian* that H.E. the Governor has been pleased to direct that that portion of the resumed area at Taipingshan, which has been set apart for a garden, shall be named "Blake Garden" and in Chinese 卜公園 (Puk Kung Yün).

STEAMERS' NEW TIME TABLE.

In order to fall in with the change of time which takes place to-morrow, the Hongkong, Canton and Macao Steamboat Co., Ltd., and the China Navigation Company, Ltd. have, as suggested in our issue of Thursday last, altered their time tables by putting on the times of departures and arrivals of their steamers. To and from Canton and Macao an hour, thus making the steamers, on paper, appear to be leaving that amount of time later, whereas, according to the coolies' reckoning, the departures will take place at the same hour as formerly. Thus, according to the time tables, the Canton boats will leave at 8.30 a.m. and the Macao boats at 2.30 p.m.

COMMERCIAL.

Advices from Shanghai, dated 24th inst., state: Business done:—Indo-Chinas at Tls. 93½ for December delivery. Farnham Boyd and Co. shares at Tls. 174½ for 28th instant and Tls. 179 for December. Telephones at Tls. 68. Business reported direct:—Indo-Chinas at Tls. 92 for 28th inst., and Tls. 93 for December. Ices at Tls. 22.

WEEKLY SHARE REPORT.

Writing under date 28th inst., Messrs. Benjamin, Kelly and Potts state:—During the past week, a fair business has been transacted, but with the exception of a decline in China Sugars, rates have not undergone any material change.

The Dairy Farm Company, Limited, has convened its eighth ordinary yearly meeting of shareholders for the 10th November, until which date the transfer books are closed. An extraordinary general meeting will be afterwards held for the purpose of considering and, if thought fit, passing the following resolution, viz.:—That the capital of the Company be increased by the sum of \$112,500 divided into 15,000 shares of \$7½ each and that the Directors be authorized to allot such shares *pro rata* among the existing shareholders according to the number of shares for which they may, on the 10th day of November, 1904, be registered in the proportion of three new shares for every two shares held by them on that date.

Banks.—Hongkong and Shanghai Banks have been negotiated at \$700 and \$695 and are in further request at the latter price. The London quotation is £69 10½. Nationals have improved to \$39.

Marine Insurances.—Unions continue to move upwards and are wanted at \$630. Cautions have been disposed of at \$25 and are still offering at the rate. North Chinas are in demand at Tls. 80 cum the final dividend of 4½ paid in Shanghai on the 26th instant. Yangtses have improved to \$150, and China Traders are quoted at \$61.

Fire Insurances.—Hongkong Fires are still inquired for at \$335. China Fires have advanced and are wanted at \$90 after sales at this price.

Shipping.—Hongkong, Canton and Macao Steamboats have been done at \$29½ and \$30 at which rate there are further buyers. Indo-Chinas have hardened and sales have been effected at \$129, \$130 and \$131 closing steady at the latter figure. Douglas Steamships have been fixed at \$34 and are now wanted at \$35. China and Manilas are easier and can be procured at \$25. The capital of the Company is now written down to \$750,000 divided into 30,000 shares of \$25 each paid up. Shell Transports can be placed at 23½. Other stocks under this heading are without business and there is no alteration in rates to notice.

Refineries.—China Sugars have declined to \$235 but are wanted at this rate. Peraks are steady at Tls. 60 sales. Luxons close at \$6. Mining.—Chinese Engineering are offering at Tls. 7. Raubs can be obtained at \$61. The crushing for the past four weeks yielded 515 oz. smelted gold from 3,100 tons of stone.

Docks, Wharfs and Godowns.—Hongkong and Whampoa Docks after a forced sale at \$22.25 are inquired for at the rate. Farnhams are firmer and have inquiries at Tls. 176. Kowloon Wharfs have been dealt in and are still asked for at \$115. Hongkong Wharfs have also improved and, according to the latest telegraphic advices from the North, there are buyers at Tls. 137½ for the old and Tls. 135 for the new shares.

Lands, Hotels and Buildings.—Hongkong Lands are obtainable at \$148. Shanghai Lands have risen to Tls. 115 and are wanted. Hongkong Hotels have again been placed at \$17½ and close in further request. Astor House Hotels (Shanghai) have found buyers at \$50. Humphreys Estate have been bought and close in demand at \$11.

Cotton Mills.—There is no business to report but Hongkong Cottons are inquired for at \$101. Cigar Companies.—Sumatras have changed hands at \$65 and more shares can be placed. Miscellaneous.—Green Island Cements have been sold at \$33, \$33½ and \$34 but close quieter with sellers at \$33½. At a meeting of the Consulting Committee, it was decided to increase the Capital of the Company to \$1,000,000 by the creation of 50,000 new shares of \$100 each at 100 per cent. premium (in all \$50 per share, of which \$10 will be payable in March and \$10 in June, 1905). The new issue will rank for dividend with the old shares, and will be allotted to shareholders on the Register in March, 1905, at the rate of one new to every two old shares then held by them. China Borneos are wanted at 812. China Providents have been done at \$9½ and have further inquiries. Ices have been bought and more shares can be placed at \$250. Ropes have buyers at \$140. Steam Waterboats are wanted after sales at \$21½ for the old shares. Steam Laundries (new issue) have been done at \$4. Langkats are in demand at Tls. 307½.

Today's Advertisements.

JUST UNPACKED.

FROM THE CITY RUBBER STAMP CO.

I BEG to inform the public that I have just unpacked a case of COMPO-LITHOGRAPH, THE "TRYPOGRAPH" DUPLICATOR, STENCIL PLATES, and an assortment of RUBBER ACCESSORIES, have just arrived by the S.S. *Banca*. Prices for the TRYPOGRAPH MACHINE ranges from £1 to £10.

The following is a few opinions of the Press for the Trypograph Machine:—

"The Trypograph differs in essential respects from the copying processes now in use: it is capable of producing any number of impression in all permanent black, and does not require skilled labour. It is simple. Those who have occasion to issue a circular or many copies of a document will find it to their advantage to give it a trial."

"To-day" says:—"The Trypograph is the oldest appliance for duplicating hand or typewriting and with its latest improvements, it still holds its own. We have inspected some samples of drawings, music, etc., which look like lithographing."

"The 'GROCER'S JOURNAL' says:—"Mr. Zuccato's invention is indeed a perfect system of multiple printing. No roller or inking slab is required, and one stencil will yield hundreds of copies."

"KNOWLEDGE" says:—"A most convenient instrument this, where writing or drawing has to be many times copied. Cheap too and easily used, success being readily attained at a first or second trial, and thereafter systematically."

For further particulars, apply to—

JACK E. ELLIS,
No. 2, Ice House Street, (Top-floor of Messrs. David Sassoon & Co.)
Sole Agent for E. M. RICHFORD,
The City Rubber Stamp Company,
Hongkong, 29th October, 1904. [1170]

NOTICE.

MESSRS. BRADLEY & Co. have removed their Office to 4, QUEEN'S BUILDING, Chater Road,
Hongkong, 29th October, 1904. [1171]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"
Captain E. Fey, will be despatched for the above Ports, on WEDNESDAY, the 2nd November, at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & Co. LIMITED,
Agents,
Hongkong, 29th October, 1904. [1163]

Intimation.



THE POPULAR SCOTCH

IS "BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS

By Appointment to

H.M. THE KING

and

H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS

and HOTELS, and to be obtained

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"DARDANUS"	1st November.
GLASGOW AND LIVERPOOL	"DIOMED"	13th November.
GLASGOW AND LIVERPOOL	"NINGCHOW"	20th November.
GLASGOW AND LIVERPOOL	"KEEMUN"	28th November.

S.S. "DARDANUS" left Singapore at daylight on the 27th inst., and is expected here
at daylight on the 1st proximo.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES AND LONDON	"ULYSSES"	5th November.
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	12th November.
LONDON, AMSTERDAM & ANTWERP	"JASON"	22nd November.
* GENOA, MARSEILLES & LPOOL	"AGAMEMNON"	22nd November.
AMSTERDAM, LONDON & ANTWERP	"TELEMACHUS"	20th December.
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	20th December.
* GENOA, MARSEILLES & LPOOL	"DARDANUS"	20th December.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"YANGTSE"	31st October.
all PACIFIC COAST PORTS, and		
NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	30th November.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th October, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	1st November.
AMOI and SHANGHAI	"CHANGHONG"	2nd "
NINGPO and SHANGHAI	"WHAMPOA"	3rd "
SWATOW and TIENTSIN	"KANSU"	4th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo on through bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th October, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 5th Nov., at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 12th Nov., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 29th October, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARABIA"	4483	Bahle	November 19th, 1904.
"ARAGONIA"	5198	Schmidt	December 13th, "
"NICOMEDIA"	4370	Wagner	January 9th, 1905.
"NUMANTIA"	4370	Brehmer	"

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION
TRIP TO MACAO, ON EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.
The Steamer will lay alongside the S.S.
"Perseus" wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00

Return " \$3.00, " \$5.00

* Tiffin and Dinner may be had on Board

at \$1 each meal.

YUK ON & Co., LD.

S. A. NORONHA,

Macao Agent.

Hongkong, 29th September, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.

2nd ".....1.50 "

Meals.....1.00 each.

The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON & Co., LD.

No. 216, Wing Lok Street.

WENDT & Co.,
Canton Agents.

Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain
"KWONG CHOW" 1,300 J. P. MARTIN.
"KWONG TUNG" 1,338 H. W. WAI-KER.
Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey.....\$4
Meals.....(Each) 1The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West,
Hongkong, 17th February, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Sun-
days about 2 P.M. and on Sundays at 8.30 P.M.FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Steerage, 10 cents.TIFFIN AND DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 19th October, 1904.BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOI, STRAITS AND RANGOON.

THE Company's Steamship

"PALANCOTTA"

Captain E. H. Garland, will be despatched as
above, TO-MORROW, the 30th instant, at
Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 29th October, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1904. About
"ST. HUGO".....25th November
"SHIMOSA".....18th December.For Freight and further information, apply
toDODWELL & Co., LIMITED,
Agents.
Hongkong, 21st October, 1904.

FURNITURE WAREHOUSE.

LI KWONG LOONG,
李國隆CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
No. 1, WYNDHAM STREET.
The only Shop in Hongkong with this name.WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
LD., Joint Telegraphs Co., and other leading
Establishments in the Colony, to whom reference
may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.Messrs. A. S. Watson & Co., LD., write as
follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satisfac-
tion."(Sd.) A. S. WATSON & Co., LD.
ORDERS punctually attended to, and
CHARGES most moderate.AN INSPECTION INVITED.
Hongkong, 22d September, 1904.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL"

Captain G. M. Monford, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 5th November,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. "Oceana," 6,610 tons, from Colombo, Passen-
gers' accommodation in which vessel is secured
before departure from Hongkong.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. "Egypt,"
due in London on the 18th December, 1904.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 22nd October, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	Sailing
Texas	8,615	G. D. Morrison	Ab. Dec. 17
Tremont	9,606	T. W. Garlick	Jan. 10
Lyra	4,417	G. V. Williams	Feb. 9
Platani	3,753	F. G. Purington	Mar. 4

Steamers marked (*) have no second-class
passenger accommodation.FOR MANILA.
The largest, steadiest, and most comfortable
steamer for Manila.

Tremont..... 9,606 (T. W. Garlick, Abt. Jan. 2

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.The twin-screw s.s. "Shamout" and "Tremont"
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steadiness
at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo
carried in cold storage.For further information, apply to
DODWELL & CO., LIMITED,
General Agents.Queen's Buildings
Hongkong, 29th October, 1904.

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURGTHE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN AND CHINESE RISKS at
CURRENT RATES.SIEMSEN & Co.
Hongkong, 18th May, 1904.

Intimations.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT

In Casks of 37½ lbs. net \$5.00 per Cask
ex Factory.In Bags of 250 lbs. net \$8.20 per Bag
ex Factory.SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd September, 1904.

TUBORG BEER.

A FIRST Class PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.PRICE \$10.50 per cask of 48 bottles (quarts)
or 6 doz. pints.Special Prices for Quantities.
Sole Agents—
SIEMSEN & CO.
Hongkong, 10th January, 1904.NOT RESPONSIBLE FOR DEBTS.
NEITHER THE CAPTAIN, THE AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crews of the following vessel during her
stay in Hongkong Harbour:—
"KIRKLE," British steamer, Captain W. J.
Dermody.—Doddwell & Co., Ltd., Agents.

Consignees.

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer"CEYLON,"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.This vessel brings on Cargo:—
From London, &c., ex S.S. "Persia."
Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M., TO-DAY.Goods not cleared by the 3rd proximo, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 28th October, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA,"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M., TO-DAY.Goods not cleared by the 1st proximo, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.
No claims will be admitted after the goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 26th October, 1904.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

The Company's Steamship
"PALANCOTTA,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 12 o'clock Noon, the 28th instant,
will be landed at Consignees' risk and expense
into Godowns at East Point.No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 27th October, 1904.

IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ REGENT LUITPOLD,"
of the NORDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.Optional Cargo will be forwarded, unless
notice to the contrary be given before 11 A.M.,
TO-MORROW MORNING.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 1st of November, will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 1st November,
at 9.30 A.M.All Claims must reach us before the 7th
November, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.NORDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 25th October, 1904.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship
"KOREA,"
The above Steamer having arrived, Consig-
nees of Cargo are hereby requested to send in
their Bills of Lading for countersignature, and
to take immediate delivery of their Goods from
alongside.Cargo impeding discharge and undelivered
by WEDNESDAY, the 30th instant, at Noon,
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected.E. W. TILDEN,
Agent.

Hongkong, 24th October, 1904.

To Let.

TO LET.

IN ELGIN ROAD, KOWLOON, close to
Ferry, Residential flats with Two Rooms,
Bath Room and Kitchen attached.

ALSO

No. 5, D'AGUILAR STREET, Hongkong,
1st floor. Rents very moderate.For particulars, apply to—
H. RUTTONJEE,
No. 5, D'Aguiar Street,
or
36 to 38, Elgin Road, Kowloon.

Hongkong, 19th September, 1904.

TO LET.

Intimations.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD.

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

The leading English Newspaper in China.
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail.
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community.
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriage.
\$1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESS.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LTD.

1, Ice House Road.

H. K. 29/10/04

Intimations.

SELF CURE NO FICTION!

MARVEL UPON MARVEL!

NO SUFFERING.

THERAPY.

THERAPY NO. 1.

THERAPY NO. 2.

THERAPY NO. 3.

THERAPY NO. 4.

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THERAPY NO. 259.

Intimation.

CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS.

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bots. Bordeaux.
- 3 " " Beaujolais (Burgundy).
- 3 " " Vin Rosé.
- 3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue Seal		\$38 per doz. qt.
White Star	Moët & Chandon	42 " " "
Brut Imperial		50 " " "

ALSO TRY OUR

BLACK and WHITE WHISKY.



- PRICES -

BUCHANAN BLEND \$12.50 per Case. BLACK AND WHITE \$16.50 per Case.
ROYAL HOUSEHOLD \$20.50 per Case.

ARQUEBUSADE WATER

OF THE

HERMITAGE OF THE MARIST BROTHERS;
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE:

The Litre \$5.00
The Half-Litre 2.50

CHAZALON & CO.

Hongkong, 31st October, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973	\$1,492,554	Div. of £140/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904	6 %	\$695 buyers (London 269 1/2)
National Bank of China, Limited	99,925	£7	£7		\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$39
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	6 1/2 %	\$355 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$900,000 \$151,992 \$331,342 \$322,138	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$61
North China Insurance Company, Limited	17,000	£15	£5	Tls. 800,000 Tls. 31,850 \$1,850,000	Tls. 217,119	Final of 4/- making 14/- for 1903	7 %	Tls. 80 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$200,000 \$377,749 \$893,111 \$846,773 \$700,000 \$37,794	\$2,078,997	\$35 for 1903	5 1/2 %	\$630 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$125,075 \$2,500	\$486,284	\$12 for 1902	8 1/2 %	\$150
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$125,075 \$2,500	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$90 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,700,288	\$371,110	\$22 1/2 for 1902	6 1/2 %	\$335 buyers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	...	\$25 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935 \$250,000 \$600,000 \$157,555	Nil.	\$3 for year ended 30.6.1903	6 1/2 %	\$35 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$205,000 \$100,000	\$16,362	\$14 for first half-year 1904	10 1/2 %	\$294 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	none	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	4 1/2 %	\$1304 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	8 1/2 %	Tls. 484 buyers Tls. 474 buyers
Do. (Preference)	100,000						8 1/2 %	
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£400,000 \$60,000 \$15,093	£19,555	Interim of 1/- (Coupon No. 4) for 1903	6 1/2 %	23/6 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$400,000 \$21,075 \$18,000 \$130,153	\$1,287	\$1.80 & b. 40 cts \$0.90 & b. 20 cts. for year ending 30.4.04	5 1/2 %	\$40
Straits Steamship Company, Limited	5,000	\$100	\$100	\$18,000 \$130,153	\$33,618	\$5 for 2nd 1-year making \$13 for 1903	8 1/2 %	\$150 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 14 for 1904	10 %	Tls. 30
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$255 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,995	\$3 for 1897	...	\$6
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 24 for year ending 30.9.03	4 1/2 %	Tls. 60 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000	£7,820	No. 3 of 1/6	...	Tls. 7 sellers
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £4,029	No. 12 of 1/- = 48 cents	...	\$64 sellers
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
DOCKS, WHARVES & GODOWNS.								
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,000 \$50,000	\$28,015	Interim of \$24 for 1904	4 1/2 %	\$115 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	\$6 dividend and \$2 bonus for first half-year 1904	7 %	\$222 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$29,926	\$10 div. & \$24 bonus for 1902/3	6 1/2 %	\$270 buyers
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$489	\$14 for 1903	4 1/2 %	\$271 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	\$10 div. and \$24 bonus for 1903	6 1/2 %	\$190 buyers
Do. (Preference)	2,750					\$7 dividend	6 1/2 %	\$10
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000 Tls. 487,210	Tls. 38,153	Tls. 7 final = Tls. 12 for year end. 30.4.04	7 1/2 %	Tls. 177 sales
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 50,913	Tls. 28,895	Interim of Tls. 4 for 1904	8 1/2 %	Tls. 134 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	Tls. 50,913	\$43,732	First year	4 1/2 %	Tls. 134 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	\$6 for and half year 1903	4 1/2 %	\$240 sellers
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,890	\$24 for year ended 30.6.1904	8 1/2 %	\$29 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 1/2 %	Tls. 150
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	...	Interim of Tls. 2	...	Tls. 55
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,824 \$20,000	\$11,668	\$5 for first half-year 1904	7 1/2 %	\$137 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 13,986	\$51,066	Interim of \$6 for 1904	8 %	\$148 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.874 for the year ending 31.3.1904	4 1/2 %	Tls. 21 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607	\$9,177	90 cents for 1903	7 %	\$124 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	\$636	\$2.60 for 1903	6 1/2 %	\$39 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 115 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 31	...	Tls. 34 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	7 %	Tls. 125 sales
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$14 for 1904	5 %	\$60 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	14 %	Tls. 28 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	4 1/2 %	\$104 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 1/2 a/c 1898	...	Tls. 20
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 1/2 a/c 1898 on 6,000 shares	...	Tls. 324 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897	...	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	...	\$100
Philippine Company, Limited	67,500	\$10	\$10	...	...	First year	...	\$91
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 Tls. 25,000	Tls. 1,091	Interim of Tls. 3	9 %	Tls. 65 buyers
MISCELLANEOUS.								
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$25,000 \$25,000	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$134
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	\$161	First year	5 1/2 %	\$13 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	6d. per share for 1903	8 1/2 %	\$5
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	\$3 for 1903	11 1/2 %	\$40 buyers
Do. (Founders)	123					Interim of \$1.20 for 1904	6 1/2 %	\$22 sellers
Do. (New Issue)	24,000	\$15	\$7 1/2	...	...	None	6 1/2 %	\$8 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	Preferential of 7 per cent for 1904	5 1/2 %	\$12 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	60 cents for 1903	9 1/2 %	Tls. 65 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	Tls. 6 for 1903	8 1/2 %	\$10 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	None	8 1/2 %	\$91 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$20,000	\$3,029	80 cents for 1903	5 1/2 %	\$24 buyers
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	\$14 for year ending 31.7.03	7 1/2 %	Tls. 40 sellers
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	Tls. 5 for 1902	7 1/2 %	\$100 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$5 div. and \$24 bonus for 1903	4 1/2 %	\$47 sellers
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$3,115	\$3.75 for 1903	11 1/2 %	\$33 sellers
Hall & Holz, Limited	21,000	\$20	\$20	\$186,000	\$1,104	\$1.50 for 1903	7 1/2 %	\$160 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	Final of \$14 making \$34 for 1903	7 1/2 %	\$150 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	£1 div. and 2/- bonus for 1903	6 1/2 %	\$15 buyers
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$5	none	\$4,283	\$1.00 for year ending 30.4.1904	5 1/2 %	\$9 buyers
Hongkong Ice Company, Limited	1,250	\$100	\$100	\$30,000	\$5,844	\$20 for year ending 30.11.1903	6 1/2 %	\$300
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$25	\$25	\$35,000	\$5,395	Interim of \$4 for 1904	7 1/2 %	\$350 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	\$10 for 1903	7 1/2 %	\$140 buyers
Kais Brothers, Limited	10,000	\$100	\$100	\$375,000	\$21,582	Interim of 70 cents	6 1/2 %	\$281 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	...	First year	8 1/2 %	\$135 buyers
Maatschappij tot Mijl, Bosch- en Landbouwe- plaat in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,669 Tls. 11,143	Tls. 27,182	Final of \$7 making \$24 for year end. 20.2.04 3rd quarterly div. of Tls. 10, paid 15.9.04 making \$5 of Tls. 30, a/c 1904	13 %	Tls. 307 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ended 31.10.1903	7 1/2 %	\$26 sales
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$3,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04	9 1/2 %	\$55 sellers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	...	...	First year	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,773	Tls. 7,548	Interim of Tls. 34 for 1904	8 %	Tls. 105 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	7 1/2 %	Tls. 971 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Interim of Tls. 6 for 1904	5 %	Tls. 1574 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 120,000	Tls. 3,969	Interim of Tls. 15 for 1904	7 1/2 %	Tls. 3874 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 %	\$70
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,020	None	8 1/2 %	\$25 nominal
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,644	63 cents for year ended 31.5.04	8 1/2 %	\$4 sales
Straits Ice Company, Limited	10,000	\$100	\$100	\$45,000	...	First year	...	\$165 sales
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,493	\$24 for second half year 1903 \$1 div. and 25 cents bonus for half year ended 30.9.1903	7 %	\$874
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$42,551	None	...	\$14 buyers
Tientsin Native City Waterworks Company, Ltd.	2,541	Tls. 100	Tls. 100	none	Tls. 413	Tls. 3 for half year	...	Tls. 110
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2 %	Tls. 130
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$20,000	\$480	100 cents for year ended 31.5.1904	9 %	\$100 buyers
Do. (Founders)	100	\$10	\$10	\$20,000	\$480	\$13.75 for year ended 31.5.1904	10 1/2 %	\$180 buyers
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,044	\$1 for 1903	10 1/2 %	\$94 buyers
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$588	Final of 70 cents making \$2.20 for the year ending 30.6.1904	10 1/2 %	\$114 sellers

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No. 4085

晚一十月九年十三緒光

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NOTICE

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Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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BIRTHS.
In the Crown Colony of Labuan, on the 7th October, the wife of FREDERICK A. BETTS, of a son.
On the 14th October, at the Maternity Hospital, Singapore, the wife of CHARLES E. WEBB, Master of *Bashin*, of a son.
On the 14th Oct. at Ipoh, the wife of E. SPURGE, Assistant Commissioner of Police, of a daughter.
On October 16th, at No. 4, Amoy Road, Shanghai, the wife of J. A. CHANDLER, of a son.
On October 20th, at the residence of Captain Imman, No. 30, Seward Road, Shanghai, the wife of HARRY WRIGHT, of the Woosung Fort Hotel, of a son.
At No. 7, Peltabro Lane, Shanghai, on the 21st October, the wife of F. FELTHER, of a son.
On the morning of 21st inst. at No. 4, Ngee Road, Singapore, the wife of H. J. WOODFORD, and Engineer, of a daughter.
On 21st October, at Shanghai, the wife of F. FELTHER, of a son.
On 22nd October, at Shanghai, the wife of G. CAVILLON, of a daughter.
On 22nd October, at Shanghai, the wife of B. VON FISCHER, of a son.

MARRIAGES.

On 12th September, at Hamburg, WILHELM GOETZ, Lieutenant-Commander of H.G.M.'s Navy, to ELLEN, daughter of G. Siemsen, H.G.M.'s Consul at Fochow, China.

On the 14th Oct. at St. Andrew's Cathedral, Singapore, by the Rev. H. C. Izard, Acting Colonial Chaplain, ALEXANDER BOWERS-SMITH, of Penang, to ALICE, daughter of Robert John Plumptre, of Streatham, London.

On the 15th October, at the Methodist Church, Singapore, R. W. REIDER of the E. Ex. Tel. Coy. to EDITH BOWDEN, of Torquay.

On the 15th Oct. at the Presbyterian Church, Singapore, by the Rev. S. S. Walker, JAMES THOMSON MATTHEW, of Aberdeen, to MARY ELIZABETH MCGLENDY, of Sydney, N.S.W.

On the 15th October at St. Andrew's Cathedral, Singapore, by the Rev. H. C. Izard, Colonial Chaplain, assisted by the Rev. D. Holland, Stubbis, Chaplain to the Forces, ERNEST NORMAN DUCHAN, D.S.O. Lieut. 1st Battalion the Manchester Regt. to KYRST ELIZABETH GRAEME ST. CLAIR, only daughter of W. G. St. Clair, Esq. of Singapore.

At St. George's Church, Penang, by the Rev. George H. Henham, NORMAN CALKIN, of Selangor, Federated Malay States, to OLIVIA, only daughter of the late Lieut. Col. F. H. King.

On October 17th, at Holy Trinity Cathedral, Shanghai, THOMAS EDMUND LOWE, of the English Baptist Mission, Shansi, to MARGARET GERTRUDE, eldest daughter of James Morgan, Wiltamstown.

On October 17th, at Holy Trinity Cathedral, Shanghai, CHARLES CHEESMAN, of the English Baptist Mission, Shansi, to LOUISA WATSON, second daughter of William Walsh, Belvedere.

On October 18th, at H.G.M.'s Consulate-General, Shanghai, MATTHIAS F. LAND to EMMA FRANCIS HAHN.

On the 20th inst. at St. Andrew's Cathedral, Singapore, GERTUDE E. TRAVIS to J. ABORN WEBSTER.

At H.B.M. Consulate on the 2nd October, by Sir Pelham Warren, K.C.M.G., and afterwards at the Union Church, Shanghai, by the Rev. Chas. E. Darwent, assisted by Dr. Timothy Richard, ANNIE RENNIE, eldest daughter of Mr. and Mrs. Robert Law, of Shanghai, to FREDERICK, fifth son of Mr. and Mrs. Henry Griffin, of Blackthorne, Oxfordshire, England.

On 22nd October, at H.B.M. Consulate, Shanghai, by Sir Pelham Warren, K.C.M.G., and afterwards at the Union Church, by the Rev. Chas. E. Darwent, assisted by Dr. Timothy Richard, FREDERICK, fifth son of Mr. and Mrs. Henry Griffin, of Blackthorne, Oxfordshire, England, to ANNIE RENNIE, eldest daughter of Mr. and Mrs. Robert Law, of Shanghai.

On 22nd October, at the American Consulate, Shanghai, Capt. C. W. MAHAN, Engineer in Chief of *Hankow-Canton* Railway, to Miss BEATRICE F. ZILZ, second daughter of Mrs. C. J. Zilz, late of San Francisco. No Cards.

DEATH.
SETNA.—On the 21st October, at his residence, Bantua Hill, Bombay, Mr. DHUNJEEBHAI CURSEJEE SETNA, (Partner, Messrs. Cursejee, Honayjee & Co., of Bombay, and Messrs. Cursejee, Ralliajee & Co., of Hongkong and China), beloved father of Mr. Sorjeebhai Dhunjeebhoy Setna, of Hongkong. Aged 62. Deeply regretted. (By telegram).

The Hongkong Telegraph

MAIL SUPPLEMENT,
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, OCTOBER 29, 1904.

THE PROJECTED CASINO.

(22nd October.)

For some time past it has been known that negotiations were proceeding with the Portuguese authorities for the establishment of a casino on Western lines in the Colony of Macao. Yesterday we made the definite announcement that Mr. John S. Barnes has succeeded in focussing the matter to such a point that he is sanguine of obtaining the concession on his visit to Lisbon to confer with the Minister for the Colonies there on the terms under which a grant will be made to him for the institution of a gambling establishment in our neighbouring Colony. It is not our purpose in this article to discuss the contentious interest which will be created by the project Mr. Barnes has in contemplation with the present farmers of the gambling monopoly at Macao. It has been held by all right thinking people that the influences of the monopolies established there, whether in the nature of gambling farms, opium farms, or the exclusive sales of kerosene, pork, and the daily necessities of life, are most baneful to the prosperity of a Colony which has long been dependent upon most iniquitous sources of revenue for its maintenance. The creation of monopolies in any shape or form is detrimental to the best interests of any country. Macao has seen how the kerosene trade, at one time so prosperous, has been driven from the Colony by the creation of a farm so loudly denounced the tax on sulphur and saltpetre has sent the once flourishing fire-cracker industry from its shores to Hongkong, and the exclusive privilege granted for the slaughter of live stock has raised the prices of food stuffs in the Settlement above that ruling in this Colony. The people have been loud in their condemnation of the action of the responsible authorities. But now *what* does not appear to be *what* *the* *Portuguese* *colony* *for* *and* *away* *the* *most* *injurious* *of* *the* *many* *forms* *of* *farms* *by* *which* *Macao* *has* *been* *capable* *of* *maintaining* *its* *costly* *administration* *must* *certainly* *be* *put* *down* *to* *the* *gambling* *monopoly* *which* *contributes* *the* *sum* *of* *three* *hundred* *thousand* *dollars* *per*

annum to the Colony's coffers. The promoter of the new casino will probably offer tempting inducements in the way of pecuniary payments for the privilege of establishing this new form of gambling exclusive to Europeans in Macao. Although it may be too much to hope that the neighbouring settlement will do away with gambling, as recognised by the State, we cannot resist a call to make a strong denunciation of an impending evil which shall certainly have dire consequences upon many of the citizens of this Colony. It is with a view to prevent the consummation of the project proposed that we should enter a protest, strong and earnest, and in good time, for the consideration of the Portuguese Government no less to bring the matter before the notice of the Colonial authorities in Hongkong. And we have all the more reason for assuming the attitude we now take up since it has been discussed that no one can afford to quarrel, nor can any one raise a growl with such an enterprise as this; for, from a business point of view, it is alleged that it would be the means of putting considerable revenue into the government coffers at Macao, while the steamer lines running to that port would undoubtedly marvelously increase their earnings. It was further argued that, with such an attraction, so close to Hongkong, the residents in this Colony need never be at a loss how to spend the week-end, or pass away a dull Sunday, the delightful sea-trip across, in itself, adding considerably to the other attractions of such an excursion. In this connection we have heard it remarked that Singapore is situated almost exactly as will be Hongkong, should this concession be granted, as just across the Straits, one hour from Singapore itself, is the Johore casino for the running of which the Sultan of Johore has granted a concession, in monopoly, to a wealthy Chinese syndicate, and there are few who manage to get away from Singapore on a Sunday, who do not take the little trip and indulge in a mild flutter! It is peculiarly seasonable, in view of the latter observations to read the excellent editorial which appears in our esteemed Penang contemporary (*The Straits Echo*) of the 18th inst. In regard to Johore the southern journal remarks: "The influence of the notorious Monte Carlo at Johore has probably done more to undermine the moral constitutions and to shatter the mental calibre of Singaporeans,—Europeans and Asiatics alike,—than mere statistics can ever prove. Of course, it is a recognised fact that at Johore gambling is interdicted among Europeans, Eurasians, and Malays; but it is also an open secret to those who know anything about the matter that Europeans and the other prohibited classes often get their 'little bit on' all the same through their Chinese servants, who, in common with both Oriental and Occidental races, dearly love the excitement of 'fluttering' in the casino. But that the Chinese should, in the absence of a law of prohibition at Johore, be made in too many cases—were the true facts only to come to light—the wayward scape-goats of others is grossly inequitable. Their vaunted lords and masters, among whom, by the way, may oft be included some in the innermost circles of respectable Society, should bear the burden of any shortcomings of their own on their own shoulders and not unnecessarily expose their menials to the dangers of this sink of iniquity in Johore. It has been argued that, as long as the gambling-houses are permitted and revenue drawn by the Johore Government, so long will all the vices of the gambling mania predominate among the Chinese. Similar argument has been made use of elsewhere, but has always been ruthlessly pierced on taking it to its logical conclusion. Our contemporary recalls the existence of the gambling 'hells' at Kowloon, under circumstances which must still be fresh in the minds of our readers. They are tersely and concisely put as follows:—'At Kowloon the Canton Government permitted gambling, and although the Hongkong Government protested against the existence of the 'hells' in such close proximity to the Colony, there was no abatement of the nuisance—the menace to the peace and well-being of the Colony—until the hints of unpleasant reprisals became very broad indeed. Then the Viceroy of Canton became alarmed and sent a deputy down to Chinese Kowloon to close and seal up the objectionable houses. But before long they were reopened, necessitating fresh remonstrances, followed by a repetition of reluctant compliance with the reasonable request of a friendly neighbour. All sorts of excuses were made by the Chinese authorities for failure to promptly comply with the oft-repeated request of the Governor of Hongkong and for failure to keep the 'hells' closed when sealed up; and it was not until Chinese Kowloon

came into possession of the British Government, by lease, that this serious menace to the peace, good government, and well-being of Hongkong was completely removed." The friendly relations subsisting between the two Colonial Governments is our excuse for the suggestion that representations might be made by the British authorities to the Portuguese Government in order that the founding of the casino at Macao may never be eventuated.

THE CIGAR TRADE.

(24th October.)

Public interest in the Philippines has been highly focused during the past few days upon the article which recently appeared in our columns announcing the opening of a cigar factory in Hongkong. The decision of "La Estrella Preciosa" to transfer their Far East business from Manila to this Colony in order to avoid difficulties in buying and exporting (such as numerous transportation charges, Customs formalities, and other duties, not forgetting exchange formalities) has evoked considerable comment in the *Cablenews* and seems to have brought home to the notice of the manufacturers in the American possessions the importance of not despising the Hongkong and China trade. According to figures just published by the bureau of insular affairs at Washington, last year this Colony and the British East Indies bought more than one half of the total export of cigars from the Philippines and, as the Manila journal points out, while a large part of this was doubtless for transshipment, a considerable quantity was, in all probability, used here and in other Eastern cities. Summing up the prospects of the new concern, the *Cablenews* thinks the advantages of the Hongkong factory over the Manila factory are very apparent. The tobacco is bought at some place, probably on the plantation, and shipped from the nearest port, paying little or no tax on the raw material, and only direct transportation charges. On the other hand, the journal points out that the Manila factory has to take its tobacco to that port, pay high inter-island freight charges, pay high wages, pay duty on the wood imported for the boxes, then pay the revenue tax and in many other ways is compelled to face formidable expenses; so that when the finished product is turned out the cost is bound to exceed that at which the same cigar can be produced in Hongkong under the plan pursued by the new factory. Apart from the advantages of Hongkong being a free port there is the question of cheap labour and freight charges besides the evasion of the inland revenue tax. A remedy is suggested in Manila in the shape of an export tax on the leaf tobacco which it is thought would very soon bring about a change and put a stop to a possible exodus of cigar factories and a shifting of the centre of the tobacco industry from that to this port. Collector Hord, who was interviewed on the matter, gave it as his opinion that the new factory, being a small affair, could in no way affect the Manila cigar trade, and that the advantages were in favour of the Philippine port from several standpoints. In the first place, he said that it would take the Hongkong factory two years to turn out as many cigars as such a factory as the *Tabalera* turned out in two months. It could not have the advantage of buying in smaller quantities as the tobacco is wanted and as the prices are favourable, but must buy in reasonably large quantities for shipping. Also, there is absolutely no duty on cigars and cigarettes exported, so that the Hongkong product will have no advantage in that respect. Further, he said the tobacco users of Hongkong and the adjoining colonies are mostly English, and the Englishman almost invariably smokes a pipe and not a cigar. This, of course, is a very doubtful question in Hongkong, where pipes seem at a premium. Stranger still Mr. Hord expressed the opinion that the factory will gain little or nothing by cheap Chinese labour and that other things being equal, it could make more money in Manila. As to the cigar factory ever having been in Manila, he stated that he had investigated the matter and could find no trace of it. On this point, however, says the Manila paper, Mr. Hord seems to be wrong, as it is understood the factory was run here in Manila under a different name, *La Amante*, and was under the local management of Fred Nolte and Carl Herz, a brother of that city. Some time ago Nolte transferred his business to Hongkong. Regarding the question of labour, Vice-Governor Hord holds different views, as in the course of a talk with a representative of our Manila contemporary he is reported to have said that the Hongkong factory would be better off in that respect. As it

generally known, observes the *Cablenews*, the scale of wages which prevails in Hongkong is much lower than that which obtains in the Philippines, and as in the making of cigars the element of labour cuts quite a substantial figure in the balance of profit and loss, it would seem that there at least the Hongkong factory would have some advantage. Vice-Governor Ide thought that there was little to fear from Hongkong, as there was absolutely no duty on the exportation of cigars and cigarettes. The tobacco would have to come from the Philippines, and the money for its purchase would have to go to the grower. He alluded to the fact that it would certainly cost less to ship tobacco directly from Apari, the centre of the tobacco-growing industry, to Hongkong, than to ship it to Manila, and pay for the transshipment which must take place in the process of manufacture before the cigars can be exported by the factory. Another point is that the Hongkong factory is not as large an affair at present as the old factories of Manila, and that, he thought, did not argue that in time the Hongkong factory would not affect the Manila trade to any degree. If the advantage is ever so slight in favour of, he concluded, Hongkong, the capital and the brains can soon be found for the new enterprise. We are, at present, unable to state the amount of capital which has been put into the new factory; but taking all things into account there is reason for believing that the advantages are, so far, in favour of this Colony, not the least important being the proximity of Hongkong to China and the fact of its being the greatest distributing centre in the East. A bold bid is to be made for the trade with China and steps have already been taken to ensure this end, but what effect the removal of the factory to these shores will have upon the Manila market remains to be seen. Should the commercial concerns of the Philippine's capital suffer to any appreciable extent it is evident that steps will be taken to remove some of the burdens with which they are at present encumbered in the way of high duties which have not helped to encourage the struggling colony in its infancy.

THE BALTIC BUCCANERS.

(25th October.)

It is to be doubted if ever in the history of the present generation the British nation has had to keep its temper under so many irritating pieces of international impudence as those which have come from Russia during the course of the present war. The capture of British and German steamers in the Red Sea by her "volunteer fleet" have, again and again, brought out protests from those Powers, and the act was repeatedly disavowed by the Tsar's government. Before the British temper had cooled down the news came that the Vladivostok squadron had overhauled the *Knight Commander*, a British steamer with an American cargo, off Japan, had given the crew just time to board a neighbouring craft, and had then sent her to the bottom. But interference with British shipping did not cease with this unwarrantable act, and the result was that a somewhat acute controversy ensued between the two Powers. The Russian government subsequently informed the British that, without making any statement on the matter of principle, we might rely upon it that the vessels of the fleet, which, by the way, issued through the Dardanelles in the character of ships which were not vessels of war, would stop this practice. Of course, by this time the Vladivostok squadron, finding things too hot around Japan, laid low and quietly slipped into port with the result that shipping in the Far East was comparatively safe against molestation. It was with these assurances that the British nation appeared satisfied. Now, however, things have taken another, and a most unexpected, turn. The Baltic squadron, having grown tired of waiting for a possible match with Japanese battleships in Far Eastern waters, have opened the ball on their own account by firing shrapnel at inoffensive trawlers engaged in lawful pursuit in British waters of the North Sea. The exclusive cable sent by our London correspondent yesterday morning and printed in our issue this evening, announces that the Admiralty has taken the matter up and is at present interviewing the survivors of the sunken trawler. The act of diabolical piracy has naturally aroused the strongest indignation at home, and pending an explanation from Russia it is difficult to conceive what steps will be taken by Great Britain to mark her disapproval of, and disgust at, this warlike act of Baltic buccanery. What feasible excuse Vice-Admiral Rogestvensky can offer to the Tsar is beyond all comprehension. He will not admit that his men are incompetent—they have had no experi-

ence of warfare, and it is well-known that, for many years, little attention has been paid in the Baltic squadron, or, in fact, throughout the Russian Navy, to manoeuvres and gunnery. The fleet has been used for little more than show and parade, and an occasional visit of courtesy to a neighbouring Power in European waters. Had it been otherwise and the sinking of the trawler an accident the warships would have stopped to render assistance, instead of steaming off to the south, and engaging in coaling operations preparatory to slipping down channel. That they will not be permitted to proceed far on their journey before being called upon by their Government to furnish an account of their exploits is almost certain; but if their true mission is seriously contemplated it would be well for a few British watchdogs to escort them, in relays, to the scene of operations and thus evade the possibility of a recurrence of such an act of piracy which has characterised their departure from the Baltic.

CANTON-HANKOW RAILWAY.

It will be remembered that work connected with the Canton-Hankow railway in Kwangtung was recently stopped and the different foreign employees returned to Canton. According to information gleaned through native sources, at a meeting of the Commercial Bureau the matter was fully discussed and the opinion was held that the American China Development Company had transferred the right of the railway to the Belgians, contrary to the supplement to the agreement. It was further argued that, on account of the creating of disturbances by the mechanics, having many times resulted in the loss of life for which reason the unexpected might possibly turn up in the future the point regarding the cancellation of the agreement, should be upheld. The native gentry of Kwangtung, especially Tso Chung Fen and Wu Chuan Jul, are said to have jointly petitioned to the Waiwup, the Viceroy of Kwangtung, the Viceroy of Hupeh, and the Cantonese officials at Peking, notably Tai Hung Chu, Wu Ting Fang, and Chang Chen Hsuan also Teng Hua Hse, who is in Shanghai, and who has been requested to approach Sheng Kung Pao, that the rights of the railway may be restored to China. This Sheng Kung Pao is stated to be greatly affected since the natives of Hunan began to intervene. He has sent a telegram to Peking, the effect of which was that he would maintain the point that the agreement had been cancelled, and that the transfer of the concern was to be purely American, not Belgian. He requested that the American Minister at Peking might be notified that the transfer was to be purely American, and that no foreign intervention whatever be allowed. This telegram was couched in strong terms, quite different from the previous one sent at the beginning of the case. In that telegram Sheng said that if it should be desired to cancel the agreement it would be necessary to prepare a large sum of money and that with the guarantee of the Board of Revenue and the province of Hunan, lawyers would be engaged in connection with the case. Whether the action will be successful or not, it is hard to predict, and it is argued arrangements should be made beforehand for fear of further losses.

AN OPENING FOR BRITISH TRADE.

(27th October.)

From a commercial point of view the rich districts watered by the West, North, and East Rivers, and their tributaries may be considered as forming the centre of the Province of Kwangtung. This labyrinth of islands, channels and creeks is occupied by the four administrative districts of Nanhoh, Punyu, Shuntak and Heungshan, and may safely be called the most fertile and richest part of the whole province. For the production of raw silk the Shuntak district is especially famous; the city of Shuntak itself being an important market for this class of goods, and most of the names given to the different sorts of Canton raw silk belong to places lying in that small tract of land on the left bank of the West River, between Shuntak, Komchuk, Kaykong, Lachow, and Fushan. These places, being the markets where silk is first collected from the farmers residing in the neighbourhood, are only a few miles distant from each other and accessible from the broadway of the West River through a network of creeks and river branches. The southern part of the Nanhoh district touches on that of Shuntak, occupying the left bank of the West River from Kaukong for about twenty miles up the waterway. At the foot of the Salchutan hills is the silk market of Shantou on the right bank of a

broad branch of the Delta which is practically the main arm of the North River; Kaukung, which besides being a great emporium for silk, is known for its fishery and fish-breeding industry, lies only five miles above Komchuk, the Namhoi boundary being the landmark between the two villages. The small town of Kongmi, also known for its silk industry, lies about seven miles above Kaukung on the right bank of the West River, but belongs, politically, to the Namhoi district. The large expanse of alluvial country, known as Heungshan, occupies the southern corner of the Delta between the estuaries of the West and Canton Rivers, and is the district with which we are at present more especially concerned. The silk villages of Saitan, ten miles north-west of Heungshan and Kuchan, eight miles north-east of the treaty port of Kongmoon, belong to this district. These silk-producing centres are closely connected with what may be termed the silk manufacturing district, comprising a number of villages and small towns together with the cities of Canton and Fatshan. It may thus be seen that the produce, representing the greater half of the value of the export trade of Canton, is by no means brought from very distant places and is confined to a very limited part of the province. If we glance at the map for places which supply the Macao market with its principal staples we find that the produce belongs to the comparatively narrowly limited district of the river delta extending between the southern capital and the Portuguese Colony. Of course, it is somewhat difficult to say how far the trade of certain commercial centres extend, and though in the case of native exports we may draw lines for certain articles it is almost impossible to guess what distance into the interior some bales of cotton or balls of opium will wander after they have arrived at the distributing centre. With regard to Macao and its exports it may easily be seen that the whole of this trade is derived from districts comparatively close to the city, and although the statistics compiled by the Imperial Maritime Customs on the trade of the Lappa station during last year show a decrease in the value of exports the reason for the diminution is not far to seek. Mr. W. Noyes Morehouse remarks upon the fact that the immediate opening of Kongmoon as a treaty port must certainly have the effect of attracting cargo from junks to steamers, the shippers thus being able to send their goods direct to Hongkong or Macao on payment of export duty only, thus escaping further levy at the Lappa or Kowloon Stations. Better prices have been offering at Kongmoon than at Macao with the result that sugar from Luchoow or Yeungkong has been sold at the Treaty port whence it may have been exported in West River steamers. Owing to handsome profits being made in 1902, owners of fisheries, silk-worm rears, mulberry growers, etc., were last year stimulated to greater exertion in the development of this trade, although it is said that several fisheries which were established in Shuntak city and its vicinity did not find a speculative success in 1903. Junk-borne goods have gradually declined in respect to volume, and as the Commissioner of Customs points out in his most interesting report on the Lappa station, there is no lack of evidence that the trade of the south-western prefectures is being drawn away from native junks by an increasing number of steamers which now ply between Hongkong, Macao and Kwangchowwan. There is a possibility, however, of a great lull being given to the trade of the district by reason of the fact that firms in Hongkong are now engaged in studying the outlook of a district hitherto practically untapped by the foreign merchant. We refer to the important town of Shekhi, situated on the Nemesis Channel some forty miles from Macao, and in the very heart of the richly cultivated district of Heungshan. Midway between Cone Island, at the entrance to the Wangmoon Channel and Kongmoon, on the West River, this extensive city, of some two to three hundred thousand inhabitants, exclusive of a considerable floating population, is by no means so backward as one would be led to imagine from the remoteness of its situation. Indeed, it has been made the home of quite a number of wealthy Chinese who, having spent many years of their life in America, Australia and other countries, have returned to their native land and settled down in this city. The general appearance of Shekhi testifies to the character and stability of its inhabitants. With wide streets and granite pavements the native houses are seen at their best, and although the foreigner may be surprised at the rush and bustle that goes on from early morn till dusk it is a sure indication of the amount of business that is transacted in the course of the twenty-four hours. Situated hard by is a small walled city containing the residences of two mandarins, one, no doubt, being for the prefect and the other the military official. Just beyond are the straggling suburbs, where the wealthy have erected some imposing Chinese houses in the midst of picturesque gardens. Built up in the midst of the untravelling waterways of the Delta there is no reason whatever why the trade in the immediate vicinity should not be taken advantage of and exploited to the

greatest extent. Navigation should prove no serious obstacle. There are approaches both from the Canton and West Rivers, the Wangmoon creek leading up from the former and connecting with the Nemesis Channel which runs down to the West River and joins the Broadway flowing into the sea near Macao. It is over this latter channel that most of the shipping now passes, and having regard to the fact that the American gunboat *Callao* has navigated the stream from the Broadway to Wangmoon it is possible for other steamers of shallow draught to get along the waterway and assist in a trade which is capable of very extensive development. The district around is one of the most fertile in Heungshan and enjoys a succession of fruit nearly the whole year through; for not only is there such a variety that is indigenous to the soil, but so many different kinds have been introduced during the last few years from foreign countries that before one tires of one sort of fruit another is ready to succeed it. Junk loads of coolee oranges, persimmons, bananas, lichees and many other varieties are daily being brought down to Macao and shipped to this port, and were it not for the fact that by reason of the prevalence of piracy native craft are compelled to anchor by night, there would be an ample supply of fruit plucked the previous day available for the tables of Hongkong. The difficulty could now be overcome by steam craft bringing their cargoes direct to Hongkong or to Canton—a large consumer—instead of the goods being shipped down to Macao. This, of course, applies equally as well to the many products of the district. With the advent of the railway from Macao to Canton great changes will come to pass, and should the projected line run anywhere near Shekhi the town is sure to come into great prominence. At the foot of undulating slopes, well-wooded with young fir, the native cultivate their mulberry or other fruit trees, while away in the distance, as far as the eye can penetrate, are acres upon acres of paddy fields now giving promise of a most bountiful harvest. The cereal has grown exceptionally high and is ready for the sickle and transportation to the coast and treaty ports. Many small villages are found throughout the district and their inhabitants, if not engaged in a somewhat extensive fishing industry, may be found at work in the fields, or employed in Shekhi itself where concerns for making little wooden clogs, with leather tips, appear to be doing a thriving trade. Practically all the business passes through the central city which has a large number of native banks where transactions of no small nature are carried on from day to day. That the district has not hitherto come prominently to the front is a matter of some surprise, and although, no doubt, the treaty port of Kongmoon, being situated on an important river navigable by vessels of large tonnage, has attracted much of the trade from the neighbouring district the network of waterways, penetrating almost every corner of Heungshan, affords opportunities for smaller steam craft to engage in what should be a most remunerative business. When foreign influence begins to be felt around Shekhi, the Imperial Maritime Customs may consider the advisability of opening up the city as a treaty port and thus enable a more advantageous tapping to be made of the fruit centre of Kwangtung.

BOUNDED SUGAR & THE LOCAL INDUSTRY.

(28th October.)

Owing to the lateness of the hour, we were compelled in our issue of last evening to give only an abridged report of the discussions that arose in the Legislative Council in connection with the three Bills brought forward for second reading yesterday. We print in another section of this journal an extended report of the debate on the Bill to give effect to Article VIII. of the Brussels Sugar Convention of 1902. The circumstances that led to the engagements entered into by His Majesty's Government on behalf of the Colonies not possessing responsible governments in connection with the protection of the sugar industries need not here be recited in detail. They have been fully set forth in the voluminous correspondence that transpired on the subject between the Home Government, the Colonial authorities and the Hongkong General Chamber of Commerce. Suffice it to say that the subject was considered one of sufficient moment to this Colony for a sub-committee of the Chamber of Commerce, composed of the chairman, the vice-chairman and the Hon. C. W. Dickson, to be appointed to watch the effects of the findings of the permanent commission on the import and export sugar trade of Hongkong. It is a noteworthy fact that of the three members of this sub-committee two, namely, Mr. D. R. Law and Mr. C. W. Dickson, were both heads of firms controlling the only two establishments for the refining of sugar in the Colony. There are peculiar conditions governing this particular branch of the trade in Hongkong, and various suggestions for legislation in the direction best suited to meet the special circumstances of the trade have been made with the result that the enactment, which has now passed into law,

was introduced into our Legislative Council. With the question so intimately affecting one of the many ramifications of the local trade, described by the Hon. the Colonial Secretary as one of "the largest industries of Hongkong," it is surprising that the debate on the second reading, should have elicited actual opposition from two of the unofficial members, one of whom represents the commercial interests of the port as the nominee of the Chamber of Commerce. It has been the wont amongst the commercial class to uphold the Government, from time to time, for its indifference towards the interests of commerce in the Island; but in the instance under discussion we have the table turned, and the Government, for the nonce, actually taking up the cudgels for, and on behalf of, an industry that finds employment for hundreds of hands, and provides freight for thousands of tons annually between this port and the producing districts of Java, the Philippines, and even of distant Mauritius. This particular industry, from its inception in 1878, has been subject to many vicissitudes, and amongst the numerous factors against which it has had to contend has been that of the bounties granted by the Continental States and the Russian Government on the production of beet, which, until last year, has been largely exported, in the form of the finished product ready for consumption, to the markets of India, China and Japan where sugar of the Hongkong refineries finds their only outlet. This bounty became virtually a penalty against local sugar; for while bountiful Nature had provided the beet countries with a fertile territory for the production of that vegetable, the Governments of those States assisted the growers and the refineries by a subvention which is not ordinarily recognised as a method for promoting the enterprises of our own country. The statements presented to shareholders at the annual meetings of the China Sugar Refining Company, for the two years previous to 1903, bear sufficient evidence of the detrimental influence which sugar receiving the bounty operated against the Hongkong refineries. In 1902, alone, the effect was most damaging, about twenty-five per cent of the paid-up capital, of two million dollars, of the concern being lost in the fight against the State-aided produce that found its way in such enormous quantities to the markets within the zone where our refined sugar was hitherto sold almost exclusively. It was thought that the period had arrived when some protection should be secured against the intruder, which threatened at one time to destroy an industry fraught with so many advantages to Hongkong. Happily, the Convention to which Great Britain became a signatory Power came into effect just towards the fall of that disastrous year. What the recuperative powers of the industry have been capable of will be learned from that commercial barometer, the daily list of quotations of our local stock exchange. Taking the respective rates for the shares of the China Sugar Refining Co. alone there is indication, even though allowance be made for the fluctuation incident on speculation, of a tremendous appreciation. We find that, at this time in 1902, the shares of the company were offering at \$100, and to-day they stand at \$235, besides on account of the present year an interim dividend has been paid of five per cent on the stock. We hold no brief for the sugar industry nor for any special establishment in Hongkong. It is certain, however, that what affects one branch of the trade must, relatively speaking, indirectly affect all others in a more or less degree. And it becomes the duty of a paternal government to secure to the industries of the Colony that full measure of protection which the enterprise of its inhabitants claims as its just privilege and the capital involved and the risks undertaken might fairly hope to claim. We need only refer to the attitude of the Hongkong Chamber of Commerce in regard to the foreign-subsidised boats that plied on the Canton river to justify our remarks that no stone should be left unturned to secure for our industries that fair field which has been taken advantage of by alien concerns receiving large subventions from their own Governments. This is, indeed, a free port and it is not militating against the interests of free trade when our own government seeks to render our concerns free from the disabilities, we practically labour under when foreign enterprises are State-aided to compete with purely private and individual British corporations.

ENGLAND AND RUSSIA.

The unity of all parties in insisting on full reparation for the outrage perpetrated by the Russian Baltic squadron has gone far towards removing the condition of uncertainty, relieved only by the country's determination, that has existed at home. The government has acted wisely in assuming such firm attitude and in giving a clear and emphatic pronouncement upon their action and views upon the gravest of many international questions that have arisen since the close of Parliament. Some of these, no doubt, have been unduly magnified out of all proportion to their merits, but there were others, notably the

cases of the *Smolensk*, the *Malacca*, the *Knight Commander*, and the general question of contraband of war, that were arousing a dangerous sentiment in the public mind, and upon which there was urgent call for evidence, that the government was alive to their importance. But far surpassing the audacity of other Russian acts we have been confronted with the question of the unwarrantable sinking of a British trawler, followed by an absurd excuse from one of the officers on board of the battleship *Imperator Alexander III*. According to a Reuter wire this official asserts that a transport steaming ahead of the Baltic fleet, in the North Sea, was suddenly surrounded by eight torpedo boats, and in response to her signals, the battleship division steamed ahead and told the strangers to leave or state their nationality. This they refused to do and proceeded to get among the Russian ships! The report of a gun was heard and the Admiral replied "and continued his voyage." Proceeding, the wire says, "The Admiral knew that the Japanese had purchased torpedo boats in England, and therefore feared that the strangers were Japanese torpedo boats." It has been estimated that the torpedo can be shot at a distance of close upon two thousand yards, and experiments have shown that the boats can get in as close as four hundred yards without being picked up by searchlights. The vessels alleged to have been torpedo boats are, in all likelihood, a pure myth. For many months past the Baltic squadron has been refitting at its principal northern port, and it is to be presumed that such battleship as the *Imperator Alexander III*, the *Ossliabya*, *Borodino* and others of that class, were at least furnished with efficient searchlights. If, in such an event, the commanders were unable to distinguish between a British trawler and a Japanese torpedo boat, which had "advanced among the battleships," they will present a sorry plight should they ever succeed in reaching the area of operations in Far Eastern waters. True it is that they were neither anxious to show fight—nor to rescue any of the wounded fishermen—as they made off towards the Channel with all possible speed. It was only natural, therefore, that public opinion at home has been at fever heat. To have indefinitely delayed an explanation of the government's action in these matters would have been not only imprudent, but extremely dangerous, and Mr. Balfour was well advised in coming forward, as he has done, and taking the country into his confidence. His statement that the question will form the subject of an international inquiry and that war has been avoided will exercise a calming effect upon the people at home, and should re-assure the British public that the many difficult situations which are continually arising during the present war are being watched with alertness from Downing Street.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

BALTIC FLEET

SINKS NORTH SEA TRAWLER.

TWO KILLED—MANY INJURED.

ADMIRALTY TAKE ACTION.

(From Our Own Correspondent.)

LONDON, 24th October, 2.40 a.m.

The Russian Baltic Fleet has fired shrapnel within the British fishing area in the North Sea, by which a trawler was sunk and another is reported to be missing.

Two men were killed, and many injured.

The British Admiralty is now conferring with the survivors of the trawling fleet.

Public indignation has been aroused by the incident to an inordinate degree.

COALING IN THE CHANNEL.

After the occurrence the Baltic squadron steamed on, and is now coaling in the English Channel.

ENGLAND AND RUSSIA.

BALFOUR'S STATEMENT.

"NO WAR"

(From Our Own Correspondent.)

LONDON, 29th October, 12.30 a.m.

As a result of the deliberations of the meeting of the Cabinet the Prime Minister has announced that the dispute between Great Britain and Russia (over the North Sea outrage) will be made the subject of an international inquiry.

Mr. Balfour further added that there would be "no war."

S. S. "KASHING" STRIKES A MINE

OFF WEIHAWEI.

TWO KILLED—THREE INJURED.

(From Our Own Correspondent.)

WEIHAWEI, 26th October, 10.50 a.m.

Messrs. Butterfield and Swire's steamer *Kashing* has struck a floating mine off the Liao-tung promontory, Weihaivei.

A hole ten feet in diameter was blown in her bow.

Two men were killed and three others injured.

A *Telegraph* representative called upon Messrs. Butterfield & Swire this afternoon to ascertain if the local agents had received any news in regard to the ill-fated steamer. Up to the hour of our representative's visit nothing had been heard of any mishap to the *Kashing*, by her agents in Hongkong, by whom the steamer is momentarily expected on her return to Shanghai.

The *Kashing* is a vessel of 1,158 tons, she cleared from Shanghai for Weihaivei, Chefoo and Newchwang with a general cargo on the 13th inst. She is commanded by Capt. Walker.—Ed., H.K.T.]

RUSSIAN CASUALTIES.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegrams:—

Tokio, 22nd Oct., 4.15 p.m.

Marshal Oyama reports that nowhere was there any change in the situation at the front till Friday.

The Russian guns so far captured by our left army total forty-three, twenty-seven being taken by the left column, and sixteen by the right column. Our scout found, on Thursday night, 200 dead Russians near Changlingpao.

Later.

Marshal Oyama reports that the investigation completed up to 22nd instant regarding the Russian losses at the battle of Shaho show about 500 prisoners and 10,550 Russian corpses. The booty included 45 guns, 6,920 shells, 5,474 rifles, 78,000 ammunition, etc. The enemy's corpses were buried with military honour.

The Russian total casualties are estimated at sixty thousand, and further investigation is still proceeding.

Tokio, 24th Oct., 3.25 p.m.

Marshal Oyama reports that further investigation shows that the number of Russian prisoners has reached 709. The corpses number 13,333 of which 5,200 were in the right army, 3,603 in the left and 2,530 in the central army.

JAPANESE CASUALTIES.

Tokio, 25th Oct., 7.25 p.m.

Up to the 25th inst. our total casualties at the Shaho battle were 15,879, including officers.

IMPORTANT LAND APPEAL.

26th inst.

At the Supreme Court this afternoon, before the Chief Justice, (Sir Henry S. Berkeley) and the Puisne Judge, (Mr. T. Sercombe Smith) an application for the adjournment of a certain appeal case regarding land in the New Territories was made.

Mr. M. W. Slade appeared for the appellant, one Tang Tsz U, and the Hon. Attorney General (Mr. E. H. Sharp K.C.), the respondent, appeared in conjunction with Mr. H. E. Pollock, K.C. for the Crown to oppose the motion.

Particulars of the case form ancient history. It was a motion for the adjournment of an appeal in the matter of the claim of Tang Tsz U to land in the New Territories, being claim "C.A." in survey district No. 4, and in the matter of the New Territories Land Court Ordinance 1900 to 1903. Tang Tsz U, the appellant, by his Counsel, moved that the appeal be adjourned *sine die* so as to enable him to properly prepare his case for trial and also to enable such appellant to make an application to the Court for leave to adduce evidence in reply to that filed by the respondent.

After some discussion, in which the Court concurred in granting a reasonable adjournment.

The Hon. Attorney General strongly opposed the application to adjourn the hearing, remarking that the leave asked would be most unfair to the Crown, and the Crown party to conclude. He submitted that the evidence was now closed, and he very much questioned whether the Bench in the exercise of its discretion, had the power to grant such leave.

The result.

The Court made the following order:—Adjourned the hearing of the appeal to Monday the 28th of November, with liberty of the appellants to give notice of motion to be served on the other side for leave to adduce further evidence; such motion to be made on or before the 21st of November.

CURIOUS ALLEGED ACCIDENT.

22nd inst.

Thakur Singh, the unemployed Indian watchman, who is said to have cut Constable Ryan in the neck under circumstances already reported in these columns, was this morning placed before Mr. J. H. Kemp on remand. Defendant, when arrested and taken to the station by Indian Constable 555, related a remarkable story to Inspector Withers. He said he was sleeping on the hillside, whilst drunk, on the night of the 20th inst. When he woke up he was sober, and he commenced to walk down the hill, when, just a few yards from where he had been sleeping he found a sword lying in the road. He picked it up intending to take it to the Police Station. He rolled it in his clothes so no man should see it. When nearing the Dairy Farm opposite Glenelly Building, the Indian Constable No. 29 (Ryan), and when he drew the sword out of his clothes to give it to the constable, the latter began to blow his whistle, and when he saw the constable he was so frightened that he did not take any notice of the statement he was making. Defendant asked the constable to take the sword, but the latter took his head and his sword, and the defendant then began to shout and yell, and the constable then went up to him and took his sword, and he ran away and hid himself in a bush, and he was then taken to the station by Indian Constable 555, and he was then taken to the station by Indian Constable 555.

25th inst.

The case in which Thakur Singh was charged with causing bodily harm to Police Constable Ryan with a Japanese sword was called on remand, this afternoon. Constable Ryan testified to the facts as already reported. Mr. Dixon, from Mr. John Hastings' office, who appeared for the defendant, said that the defence was a plea of guilty of a technical assault; and the defendant's position was no doubt due to the effects of a drunken spree. He had closely questioned his client and he was firm in his declaration that he found the sword on the hillside, but appeared to have a very dim recollection of any further events connected with the event. Defendant had made all arrangements to return to India and was to have left this Colony to-day, as his friends were very anxious for him to return to his own country. Mr. Kemp said that it was a very serious offence to attack a policeman and wound him in the way defendant had done, but, even taking into consideration what Mr. Dixon had said, he could not do less than send the defendant to three months' hard labour on the first charge, and order the sword to be confiscated on the second charge.

BREACHES OF THE HARBOUR RULES.

CAPTAINS FINED.

25th inst.

This morning Captain Schoenfeldt, of the German s.s. *Syphax*, of the Hamburg Amerika Line, and Captain Breimer, of the s.s. *Nimrod*, of the Portland Asiatic Line, were summoned before Mr. H. H. J. Compert, for breaches of the harbour rules, in moving their vessels from one mooring to another without the permission of the Harbour Master. Mr. McIver, of the Harbour Master's Department, who prosecuted on behalf of the officer, pointed out the inconveniences and difficulties which would be placed in the way of the boarding-officers, if vessels were to be allowed to move from place to place in the harbour, at their skippers' wills. The accused admitted that they moved their vessels without permission from the Harbour Master, but said they were ordered to do so by their agents, and as they received orders after hours on Saturday evening they supposed their agents would attend to the matter at that office. His Worship said that if their agents ordered them to break the harbour rules and regulations they should recover the amount of the fines, when inflicted, from them. The defendants were in no way exonerated from blame, because they must know the harbour rules, and also that, in obeying their agents in contravention of those laws, they were liable for their breach. The defendants were fined \$25 each.

LANDLORD AND TENANT.

A QUESTION OF FINES.

27th inst.

For some considerable time past the Sanitary authorities have been summoning the owners of houses in this Colony for having cubicles erected in their premises in such a way as to come within the meaning of the Act for the prevention of nuisances. Where there were previous convictions these owners have been fined from \$10 to \$100. In one case that came before Mr. Kemp at the Magistracy this morning, Inspector Abley, of the Sanitary Department, pointed out to His Worship that in the final section of the ordinance the term "owner" was defined as "any person erecting and maintaining a cubicle shall be deemed to be the owner," and thus it was illegal to prosecute the owner of the house, unless he lived in it himself and erected and maintained the cubicles in question, which was but seldom the case. The tenant was the proper person to proceed against. Under these circumstances it would be clear that a large number of refunds of fines hitherto paid by the landlords are due to them, while new suits should be instituted against the tenants who are really the offending parties. In the case heard this morning the tenant's name was substituted for that of the landlord, who was discharged, while the former was fined \$15.

EUROPEAN CONSTABLE

CHARGED WITH LARCENY.

Donald Mackenzie, one of the recently joined recruits from home, for the local police force, was this morning charged before Mr. Hastings with being in possession of \$7.68, reasonably suspected of having been stolen and violating his duties as a Police Constable. It will be remembered that a fire broke out at 71, Bonham Strand, and it is now alleged that the constable took a bag of money, which was afterwards found to contain \$5.68, most of it in counterfeit coin, from a man who was passing. The person reported the matter at the Police Station, the constable also mentioning it to P.C. Green, who was on duty with him. On the defendant's return to the station to report "off duty," he was asked if he had searched anyone, and said "no," but admitted that he had taken a small bag of money from a man, and had handed it to the inspector on duty. He was then charged. The case was called on this noon before Mr. Hastings, and was remanded till Friday next, as the complainant could not be found. Bail was allowed in the sum of \$200. Mr. John Hastings has been engaged for the defence.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

A ROWING COMPLAINT.

To the Editors of the "Hongkong Telegraph." Sir, I am a new rower and entered for three of the V.R.C. junior events in the forthcoming Regatta. The result was rather disappointing, as neither of the captains selected me amongst their crew. Why? Because I am a new rower! Do you think, sir, that the way to encourage rowing in a British Colony? Ever since I have been a member of the V.R.C. my complaints have been made by different members about joining a club and never having a chance of proving their worth. This should be stopped without the least possible delay, and all members of the club given a same chance for training—Yours faithfully,

A JUNIOR ROWER.

Hongkong, 2nd October, 1904.

THE BOXING CONTEST.

To the Editors of the "Hongkong Telegraph." Sir, I read in your issue of last evening that Sam Newman, the professional pugilist, is to meet "Baby" Smith, of the army, on the 2nd (November), provided the City Hall is not otherwise engaged during the evening. It is said they are to fight for the welter weight championship of China. I have very good reason for believing that Smith is a middle weight and if this is a purely it is another case of the professional fighting away weight. In the event of Smith winning, in what manner would he establish his claim to the welter weight championship? Yours, etc.,

SQUARE GO.

Hongkong, 2nd October, 1904.

QUERIES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH".
SIR.—Can you or any of your readers supply answers to the following questions which we, Mercantile Marine Officers, are finding somewhat difficult to crack?
Is it true that candidates for masters' and mates' certificates have to sit in the Assistant Harbour Master's room where their attention is continuously distracted by all sorts and conditions of people having business with that official?
Is it true that the subject of circle sailing is one given for extra masters only, and was put to a candidate for a lower examination, that of master, at the last session? Is it true that he was failed in that subject? Is it true that a candidate was asked the question, whether a straight line from Yokohama to San Francisco was not the shortest distance, and that because he replied that it was, he was then failed?
Is it true that a straight line from Yokohama to San Francisco is not called "the great circle track"?
Is it true that the examiner was qualified?
Is it true that he put back the last candidate for one week, and, the next morning, sent to inform him that he could not come up for examination for his certificate, for six months?
Is it true that the King's Harbour Master is qualified to examine mercantile marine officers in seamanship?
Is it true that the mercantile marine masters invited to "assist" at these examinations are merely figureheads?
Is it true that the Colony cannot or will not provide proper accommodation and a qualified examiner for candidates, so that the latter may work undisturbed by outsiders, and thus be enabled to do justice to themselves?
Thanking you in anticipation for affording space in your columns,—I am, etc.
EXTRA MASTER MARINER.
Hongkong, 28th October.

THE MINISTERS CHILDREN'S LEAGUE.

ANNUAL BAZAAR. 22nd inst.
The annual bazaar held under the auspices of the Ministers Children's League took place to-day, but was unfortunately marred by the dismal drizzle that commenced about 2.30 p.m., and continued during the rest of the afternoon. In consequence of this the outdoor games had to be abandoned, while the toboggan slide was entirely deserted. The stalls had all been prettily arranged with many dainty goods for matrons and for maidens, but had unfortunately to be entirely enveloped in bunting for protection. The stall-holders were Mrs. E. Robinson, Mrs. Lee Jones (parcel-wrapping), Mr. Badley, Mrs. Johnson, Miss Stella May, Alice Moore, Kathleen Cocker, Gussie Hinds and Gwendie Woodward (lancy goods); Misses Griffin Sitcock, May Hoare, Phoebe May, Nancy Playfair, Erica Fuchs, and A. Rogge (photo frames and cushions); Mrs. Biddle, Mrs. More, Misses Eibel Parker, Gladys Brown, Lily Perry, Gertrude Biddle, Phyllis Moore and Irene Cowan (fancy work); Mrs. Davis, Mrs. Craddock, Mrs. Rolfe, Misses D. Barker, Florie Standage, Winnie Edwards and Lily Neave (lace and embroidery); Mrs. Hurly, Misses Vanstone Anwen, Winnie Ward, Agnes MacDonald, Lily Higby, Rosa Bradley, Lizzie Vanstone, and Winifred Newton (embroidery and chafon ware); Misses Loureiro and Miss Iris May (candy stall); Mrs. Loureiro and Mrs. Seth (candy stall); Mrs. Koch, Miss Blair, and Mrs. Britten (ice-cream); Mrs. Danby, Mrs. Gompertz, Mrs. Buisson-Wright, Miss A. Berkeley, Miss Slebs, Miss Barnes-Laurence, Miss Barker, Mrs. Rout, and Misses Rodger, (3) refreshments; Mrs. Mitchell, Mrs. Harker, Miss Harker, Mrs. Bateman, Misses Bateman, Lammert, Wallace, and Mitchell (toys and grab-bag). In the theatre some nursery rhymes in costume, arranged by Mrs. James were admirably illustrated by a bright troupe of youngsters, consisting of Masters W. Robertson, A. Martin, H. Stewart, D. Logan, and A. Martin, and Misses Cissy Lowe, M. Stewart, E. Parker, G. Hume, E. Packham, L. Neave, M. Wilson, T. Gray, and P. Newton, who scored a great success. By kind permission of Colonel Caldwell and officers, the band of the 10th Madras and lined the somewhat dour afternoon with sweet strains from an excellent selection.
Mrs. May, the President of the League, who, by the way, has always taken so much interest in its affairs and was so much to the fore at the function, was especially to thank the ladies who kindly took charge of the stalls as well as the following firms and others who rendered generous and valuable assistance to the bazaar:—
Messrs. Kelly and Walsh, Lane Crawford and Co., A. Chazalon, and Co., Chee and Co., and A. S. Watson and Co. for gratuitous supply of various articles at the stalls; Mrs. James, who organised the excellent children's play; Mrs. Hastings, Miss Berkeley, Captain Smith, A. D. C. and Mr. H. W. Bird, for their very successful dramatic entertainment; Mr. France who kindly lent the *Day Spring*; Private Barrett for his amusing Punch and Judy show; Commodore Dicken, for the loan of flags, and the sailors of H. M. S. *Tamara* for tastefully arranging the same; Mr. S. T. Dunn, Superintendent of the Botanical and Afforestation Department for the loan of plants and palms; Mr. Wolfe of the P. W. D. who supervised the arranging of the ground; the St. Patrick's Club, for loan of some of the scenery for theatre; Colonel Caldwell and Officers of the Madras Light Infantry for the loan of their Band; Major Pritchard and Officers Hongkong Volunteers for placing the ground at the disposal of the League; to the Press for advertising the bazaar; and the *China Mail* for printing programmes.

ZONE TIME.

We have received the following correspondence:—
Colonial Secretary's Office.
Hongkong, 25th October, 1904.
SIR.—I shall be much obliged if you will give publicity to the enclosed copy of a letter from His Excellency the Governor of Macao to the Governor of Hongkong, in connection with the proposed alteration of the time of this Colony to that of 120° East Longitude which is to take place on Sunday next.
You will perhaps also be good enough to make it known that the change will be effected by firing the mid-day gun and by the dropping of the ball at 12.18 before noon instead of at 12 o'clock.—I am, sir, your obedient servant.
F. H. MAY,
Colonial Secretary.
(Translation.)
Government House,
Macao, 22nd October, 1904.
SIR.—I have the honour to acknowledge the receipt of the despatch in which Your Excellency was pleased to communicate to me that on the 20th instant the time of 120° East Longitude will be adopted in Hongkong, and to inform Your Excellency that on the same day the time in question shall also be put into execution in this Colony by an advance over the present time of 35' 40".
God help Your Excellency.
(Sd.) MAXIMILIANO MONTENEGRO,
Governor.
His Excellency the Governor of Hongkong.

It will be forgotten by but very few in this Colony that on Sunday next we lose 25 minutes and 18 seconds out of our day, and that watches and clocks will need to be altered by that amount of time when the guns boom out. For this reason the Canton and Macao Steamship Companies, running their steamers out of Hongkong, are considering the most practical manner in which to deal with the change, without entirely disorganising their present time-table. The first plan which presented itself as feasible was to despatch the steamers at the hour appearing on the time-tables, which would mean that the departures would take place, roughly, half-an-hour earlier. But an important factor militating against this would be the utter impossibility of getting the coolies to understand the new time, and who, with their well-known love of procrastination, going on board at the last moment, would therefore arrive at the wharves after the steamers had departed. The most practicable plan, therefore, seems to be to alter the time-tables, which would have the effect, on paper, of despatching the vessels half an hour later. This would not affect the coolies, as they do not depend on clocks and watches for their time. This plan, we understand, is now receiving the fullest consideration by the companies concerned. Macao, as is already known, will come into line with Hongkong on this matter of time on Sunday, but it is not yet known whether the same time will also be adopted in Canton. In this connection an officer of one of the steamers interviewed to-day remarked that the only change he could see was that the alteration would make would be to give half an hour's more daylight, for, whereas on Saturday it will be dark at 6 p.m. on Sunday it will not be dark till 6.30 p.m. The Colonial Secretary informs us that the time-table will be dropped on Sunday at 23.18 to 1 o'clock and not at 23.18 to 12 (noon) as previously stated.

STEAMERS' NEW TIME TABLE.

In order to fall in with the change of time which takes place to-morrow, the Hongkong, Canton and Macao Steamboat Co., Ltd., and the China Navigation Company, Ltd. have, as suggested in our issue of Thursday last, altered their time tables by putting on the time of departures and arrivals of their steamers to and from Canton and Macao half an hour, thus making the steamers, on paper, appear to be leaving that amount of time later, whereas, according to the coolies' reckoning, the departures will take place at the same hour as formerly. Thus, according to the time tables, the Canton boats will leave at 8.30 a.m. and the Macao boats at 2.30 p.m.

ZONE TIME FOR CANTON.

(From Our Correspondent.)
Canton, 28th October.
Zone time will be introduced here, to the harbour and Customs' authorities at 10 a.m. on Sunday next. All of the times mentioned in the shipping regulations and so on will be advanced by half an hour. In future the time will be announced by the firing of a gun which, for the present, will be from the senior warship in port.

THE DAIRY FARM.

It is announced that after the ordinary yearly meeting of shareholders in the Dairy Farm Co., on the 10th prox., an extraordinary general meeting will be held for the purpose of considering, and if thought fit passing a resolution, that the capital of the Company be increased to \$187,500 by the issue of 15,000 new shares of \$75 each, and that the directors be authorised to allot such shares *pro rata* among the existing shareholders according to the number of shares for which they may, on the 10th prox., be registered, in the proportion of three new shares for every two shares held by them on that date.

THE HONGKONG CRICKET LEAGUE.

A CUP OFFERED.
27th inst.
Mr. George Hoggarth, chief excise officer to the Opium Farmer, has come forward with the offer of a cup, to be presented to the batsman who makes the best average in the league matches this season. This should produce an extra incentive to enthusiasm in the league matches this year, and give an opportunity for another enthusiast to come forward with a similar offer for the best bowling analysis of the coming season.

FINANCIAL RETURNS.

JANUARY-AUGUST.
From the comparative statement of the revenue and expenditure of Hongkong for the eight months ended the 31st August last, it is seen that the actual revenue up to that date was \$4,330,272, as against \$3,431,700 for the same period of the preceding year, while the actual expenditure amounted to \$4,059,757, compared with \$3,475,585 for the corresponding months in 1903. The amount received to the credit of water account showed a decrease of \$117,358, while licensing fees had increased to the extent of \$1,021,313 over the amount received from January to August last year. The largest increase on the other side of the account was \$215,430 on military expenditure and contribution to the Imperial Government, while next in order were \$18,997 on education; \$18,145 on the Botanical and Afforestation Department, and \$14,990 on the Public Works Department. Turning to the decreases it will be seen that the amount spent on the sanitation of the Colony is \$4,811 less than during the same period of 1903, while Post Office expenditure decreased by \$31,414; public works recurrent by \$70,465 and New Territory Land Court by \$17,945. The amount spent on public works, extraordinary, showed the big increase of \$475,117, while the amount derived from land sales decreased by \$35,447.

S.S. "TELEMACHOS"

AND HER TOW.
24th inst.
At 8.30 a.m. to-day the s.s. *Telemachos* arrived from Saigon, having the bulk of the French boat *Bayard* in tow. She dropped anchor off West Point, and left her tow off Stonecutters' Island. The *Bayard* was the old French receiving ship stationed at Saigon, but being very old and of an obsolete type, she was found no longer of use for the service required of her, and was consequently sold as a bulk, after all her fittings, which were worth about \$10,000, had been removed. She was put up for auction about a month ago at Saigon, and has now been brought to Hongkong for the purpose of being broken up for the old iron, she contains a great place for receiving ship, has been taken by the *Triumphante*, a new vessel lately built in and sent out from France. The *Telemachos*, and her tow, had an uneventful trip, until Saturday when rough confused seas were run into, and heavy rain squalls prevailed up to last evening.

DOUGLAS S.S. "THALES" SOLD.

We understand that the Douglas Steamship Company's steamer *Thales*, which has been on the Formosa run for many years past, has been sold at a price showing a handsome profit on its book value.

BLAKE GARDEN.

It is notified in the *Gazette* that H.E. the Governor has been pleased to direct that that portion of the resumed area at Talingphao, which has been set apart for a garden, shall be named "Blake Garden" and in Chinese 卜園 (Puk Kung Yün).

R. A. O. B. SMOKER.

A most successful smoking concert was given last evening by the R. A. O. B. Club, at their Club rooms in Queen's Road, with Primo J. Oxberry in the chair. There was no lack of music to help out the long programme that had been arranged. The pianists were Bros. E. Sheffield and McClean, and Messrs. Roberts and Olive. A most capital and spirited orchestra, which enlivened the proceedings with really first class music, was composed of Messrs. Jenkins, Roberts, Harris and Thurlow. The members of the Order have certainly to congratulate themselves upon such a splendid acquisition, to their 'smoker.' The orchestra opened the evening at 8.30, to a full room, with an overture, entitled *Unter dem Sternbaum*, which was heartily appreciated and applauded. Brother Walston next sang, with feeling, a humorous song entitled to all the married folk present, "I was once to this song the Chairman had warned all present, that as the programme was so long, the concert must necessarily be limited. Mr. Young, R.N., next mounted the platform and rendered in good style *Queen of My Heart*, which was speedily followed by a very clever recitation, from that well-loved author, Dickens, telling of Pickwick's breach of promise case. It was given with feeling and strength by Bro. Goldenberg. This item was succeeded by a mandolin solo—*Irish Air*—given by Mr. All-work, who really did a good deal of work and took a very active part in making a success of the evening. Bro. Cooper then rose and sang with good effect, after which Primo Thompson temporarily took the chair while Primo Oxberry obliged with the c-pial song, *Wait*. He has a splendid voice, and although he was perhaps not quite up to his usual form, he received a great round of applause and an encore. The audience would not be content until he had given *My Dream of You*. No. 8 was a coon song by Master Willey Hunt, who, although of tender age, acquitted himself to such purpose as to get a well deserved recall, which he responded to by singing *When the leaves begin to fall*. Mr. Cole, who was one of the best and kept everyone in good temper, worked hard on *The Good Old Summer Time*, and further embellished it in the evening, with coon songs and cake waltz. *Bill Bailey* being amongst the most received by all present. A vocal duet by Messrs. Bacon and Harris met with well merited applause, and they subsequently sang together again. Bro. Christie, of the R.N. sang the amusing little ditty *Longfellow's Lily*, and as an encore gave, with great success, the song, *Ora pro nobis*. He later proposed a most amusing toast *The Coal Trade*. A violin solo by Mr. Tipler, R.N. kept everyone quiet and wondering how a naval man had learnt to be so dexterous with the bow as the rendering of *The Broken Melody* is far from easy. There was also another violinist present in the person of Mr. E. Jenkins, whose best efforts were *Cavalleria Rusticana* Bro. Gow then came to the front and sang, with success, the old time ditty, *Twenty years ago*. Bro. Wolfe contributed a character song to the amusement of all, and was very droll during the singing. In the interval a large Gramophone was set to work, and sandwiches, etc. handed round and done ample justice to. Everything went off very well and the evening was closed by a very hearty singing of the National Anthem. Several genial companions lingered yet awhile and sang and danced for another hour, but all present voted the 'smoker' a huge success for which Bro. Walston was largely instrumental.

CONCERT AT THE CAMP.

27th inst.
Last night was "guest night" at the Volunteer Camp, on Stonecutters' Island, and the principal guest of the evening was H.E. the Governor, Sir Matthew Nathan, who, early in the evening, visited and inspected the camp, where he was received by a guard of honour, and subsequently dined with the officers. A considerable number of Hongkongites went across to the camp to dinner and attended a smoking concert which followed. A very merry evening was passed with songs, speeches, and recitations, and the volunteers gave their guests a real good time. Lieut. G. P. Lammert was in good fettle and contributed several fine selections, as also did Mr. P. W. Goldring. Banjo solos were given by Mr. G. Hays and Mr. H. Lapaley, other songsters of the evening were Messrs. Alcock, Darby, Mitchell and Terrell, accompanied by Lieut. Lammert and Mr. Sheffield alternately. Lieut. M. S. Northcote was very happy in an amusing stump speech, and Mr. J. W. Bains made his debut as a reciter. The singing of "God save the King" was the signal for a general stampede for the returning launches, the guests voting their gallant hosts "good fellows."

T. B. D. IN PORT.

A COMPARISON.
25th inst.
The torpedo boat destroyer *Taku* is again over at Kowloon where for so long she has been a familiar feature; but she is now in her war paint, as it were, that we see her for she has been doing duty with our other destroyers at Wei-hai-wei and it is said, showed up very creditably in the matter of speed. It will be noticed in our list of ships on this station that the *Taku* is the smallest of all the destroyers out here and yet at the same time she is the fastest. She has, of course, been considerably altered from her original build in order to suit her for British requirements; but it is satisfactory to observe that on this station where as the present war has shown the destroyer is a very big item in the scheme of armament we can add one more of these useful little craft to our efficient list. It is rumoured that the *Taku* will go out of commission very shortly having shown herself to be available for service when required. Talking of destroyers it is interesting to notice the comparison that one cannot help drawing between the various types now in this harbour. There are, first of all, the American boats large and powerful looking, comfortably fitted up everywhere and, in length at any rate, if not in freeboard, approaching our types of torpedo gunboats. Then there are our own types lower in the water and of medium size long and snake-like with funnels scarcely showing above the level of the upper deck fittings.

THE VICEROY'S RETURN.

It is rumoured in Canton that the Viceroy has decided to remain in Kwangsi until near the close of the year, returning to Canton to spend the New Year holidays and receive the congratulations of his subordinates. Reports from Kwangsi give the impression that the "rebellion" is no nearer suppressed than when the Viceroy went to the province.

LAWLESSNESS.

Law and order seem to be at an end in some parts of the province. There is not a day passes but some outrage is committed within a few miles of Canton. Passage boats are attacked and passengers wounded. Men and children are kidnapped and held for ransom. Blackmail is levied on merchants, pawnshops, banks, rich men, in fact wherever there is a chance to squeeze a dollar. Shun Tak district seems to be the headquarters of the "gentlemen of the road." The officials make no attempt to put a stop to the outrages. Fortunately rice is cheap this year and the poor are not forced to robbery for a living. However, we may expect lively times before the year closes. Many rich men are practically prisoners in their homes. The fear of the kidnappers keeps them from going abroad.

THE LATE COMPROMISE.

The Chinese have it that the trouble regarding the death of the compradore has been settled. The story the Chinese have is that \$10,000 have been paid to the relatives of the murdered man and that two of the sailors who were on shore at the time are to be sent under guard to America. The Chinese are well satisfied with this settlement of the case. I have heard no official confirmation of this rumour.

Again, there is the *Taku* representing the German and many of the Russian types, very low in the water but with big funnels, radd looking and vicious in the extreme. Again, there are the French boats built very low in fact almost like submarines and big, but at the same time having a far more peaceful looking appearance with their straight, neat looking funnels artistically placed, and these are the kind of craft that play so important a part in modern warfare, all built for the same purpose exactly and each having its own peculiar life advantages in design.

Their business is to lurk in the shadows and wait their opportunity then to strike below the belt putting their whole energy into the one chance and leaving their sting behind as the bee. Their torpedoes discharged, they are helpless for the offensive and must rely on their speed to take them out of range of their opponents' wrath.

THE STRANDING OF THE "SWANLEY."

The following notification is printed in the *Gazette* of 21st inst.:—
SOUTH NATUNA ISLANDS—CHINA SEA.
The master of the s.s. *Swanley* reports that his vessel stranded on an uncharted coral patch East of Seria Island.
Bearings—Centre of Seria
Island S 74° W
Buku Island N 114° E
Subi Island (S.E. extreme) N 47° E
Dua Rock West
Brian Island S 54° E
Latitude 2° 12' 30" S Approx.
Longitude 108° 40' 45" E Approx.
The reef appeared to be of small extent—14 feet was the least water obtained round the vessel when the stranded.
(Sd.) C. A. RADCLIFFE,
Acting Master Attendant, S.S.

ATTEMPTED SUICIDE IN THE HARBOUR.

26th inst.
At about 1.15 p.m. yesterday while a Chinese constable was on duty near Jardine's wharf, he heard a splash, and saw a Chinaman struggling in the water. The constable got hold of him and hauled him out and took him to the station, where he unfolded a pitiful tale to Inspector Collett. He said he was a poor man, could get no work anywhere; he had no money, neither food, shelter nor friends, and no one would assist him. The man, who appeared to be of somewhat weak intellect, if not altogether mentally deranged, was removed to the Government Civil Hospital for the purpose of being kept under observation as to the state of his mind.

FATALITY IN THE HARBOUR.

25th inst.
On the arrival of the s.s. *Quang Ta*, from coast ports this morning, an accident occurred which resulted in the death of a Chinese seaman. As the approached her usual moorings opposite the Harb'r Master's office, and the man jumped on the buoy to make the vessel fast, the usual rush of cargo-boats and lighters to get first alongside the steamer took place. In consequence of this, and together with the strong tide running at the time, one of the lighters crashed into the buoy, and was smashed up, while the unfortunate seaman had his legs so badly crushed as to necessitate his removal to hospital. He was at once taken a home, placed in an ambulance, and carried to the Government Civil Hospital, where, upon examination, it was found necessary to amputate both legs above the knees. This operation was performed, but the man succumbed almost immediately afterwards. It is pertinent, in this connection, to put the question which naturally arises, who is responsible for this mark death, and who is to compensate his family for the sudden loss of their breadwinner, through an accident which should be rendered impossible by more stringent measures of dealing with the practitioners of the dangerous habit of rushing their boats helter-skelter alongside arriving steamers. Captains are loud in their complaints of this dangerous practice, and prosecutions are frequent, but the punishment provided, at present, by the law for this offence does not appear to act as a deterrent upon the others.

OBSTRUCTING NAVIGATION.

LAUNCH MASTERS CHARGED.
26th inst.
In our columns last evening we reported the accident to and death of a seaman on the s.s. *Kwang Tak* in this harbour, caused by the rush of launches, lighters, and cargo-boats to the steamer's side while the latter was under way. As a result of this occurrence Inspector Langley of the Water Police, this morning, placed the masters of 15 launches and of seven cargo-boats and lighters, before Mr. H. J. G. Gompertz at the Magistracy on the charge of obstructing the navigation of the *Kwang Tak*, while that vessel was under way in the waters of this harbour. The case was held over pending inquiries.

CANTON NOTES.

(From Our Own Correspondent.)
Canton, October 24th.

THE VICEROY'S RETURN.

It is rumoured in Canton that the Viceroy has decided to remain in Kwangsi until near the close of the year, returning to Canton to spend the New Year holidays and receive the congratulations of his subordinates. Reports from Kwangsi give the impression that the "rebellion" is no nearer suppressed than when the Viceroy went to the province.

LAWLESSNESS.

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FATAL FALLS.

A new form of epidemic appears to have broken out amongst the bricklayers and other Chinese mechanics, which takes the form of falling from scaffolding and windows, considerable distances to the ground below. A few days ago we reported the case of a Chinaman who fell from a verandah in Queen's Road Central, and was killed; subsequently, another man fell from a window in Jervois Street seriously injuring his legs. Yesterday a third dropped from the third storey, of a house in Winlock Street, and was killed, while this morning at half-past ten yet two others fell from a scaffolding on the fourth storey at No. 131 Des Voeux Road, and were so badly injured that neither of them are expected to survive. One unfortunate man fell on the lower part of his face, and was terribly injured, his nose and chin being fearfully smashed up. The other, apparently fell plumb on his skull, his injuries being such as are bound to prove fatal.

TRIADS IN THE NORTH OF KWANGTUNG.

For some time indications have not been wanting that the Chinese in the north of Kwangtung have been more or less influenced by what is transpiring across the borders in Kwangsi. The Triads are specially active. They are, however, more brigands than genuine Triads. A barefaced outrage was recently perpetrated. A youth, about nineteen years of age, whose father had in some way incurred the displeasure of the rebels, was captured and carried off to the mountains. He was held for ransom, and, at the same time, a threat was sent that were the money not forthcoming by a certain time, a terrible revenge would be taken. The father was dilatory, and the brigands carried out their threat. The youth was murdered and then the body was cut into four parts and sent to the father. This reminds us (the *N. C. D. News*) of the story in the Book of Judges. This outrage, added to sundry attacks on country towns, compelled the reluctant mandarins to bestir themselves, and some of the robbers were captured. It came out on the trial, that a large number of names have been inserted in the registers of the Triads, and that, among them, are many of the soldiers of the Emperor. It was asserted, however, that intimidation would explain what had been revealed. Of every hundred names perhaps eighty had been inserted to escape persecution, for the Triad brigands left un molested those whom they regarded as associates. Several Buddhist priests were arrested, condemned, and executed. It has been reported that a batch was executed in Yingtak, and another in Shikuan. These executions were done secretly within the yamens, lest the superstitious people should be aroused. All this shows how uncertain is the condition of things, and it is believed that little inducement would be needed to lead many of the people in the north of this province to throw in their lot with the rebels of Kwangsi, which would make it possible for them to start another rebellion, that might easily develop into another Taiiping trouble.

DARING ROBBERY IN KWANGTUNG.

On the night of the 14th of the 8th moon between forty and fifty robbers plundered nineteen houses at Yungshing, Kwangtung, and captured four or five people who were subsequently held for ransom. On the night of the 15th another band of robbers, numbering over one hundred, attacked with unusual audacity eighteen lodging houses outside of Kweichow, Kwangtung, and took away with them three persons as prisoners. Just on the point of leaving they set fire to the guards station. On the night of the 16th again they attacked a lodging-house inside of Kweichow and held one person for ransom. On the 25th at a place east of Yungshing, and at Tangu, a market town, they plundered six houses and made off with light "months." On the night of the 26th Makung had to suffer the misfortune of being plundered. On the night of the 28th Yungchi met with a similar fate. On the night of the 29th another four houses were plundered, one person was held for ransom and one passer-by killed. At the junction between Shunte and Hsiangshan, as far as the eye can reach the place, there are no big fields, wholly occupied by the farming class. On account of the native disorderly elements some preparations for self-defence were made. Sometime during the 8th moon these dangerous characters presented their demands to the villagers, adding that if they were not satisfied, they would soon come to destroy them and everything else. Accordingly, on the 1st of the 9th moon, they made their appearance between two hundred and three hundred strong, with all the resemblance of soldiers in military array. From morn till eve they were engaged in carrying out their schemes, and at last, two Chinese gunboats came in response to an alarm. Thereupon, the outlaws set fire to houses in different directions, and in the depth of the night they began to retire. With the dawn of day they renewed the fight. It is estimated that over two houses were burnt down and many people killed. In the confusion which they prevailed, an awful panic was created, and people, men, women and children were trampled to death, drowned or hit by stray bullets.—*Eastern Times*.

REPORTED MASSACRES AT KWANGCHOWWAN.

The *N. C. D. News* translate the following from the *Eastern Times*, with all reserve, making no comment until the receipt of further news, confirmatory or otherwise.—During the middle of the last moon (the latter part of September last) over a thousand desperadoes attacked the village of T'ai-pingch'ü, in Such'ih-sien district. The village in question is near Ch'ih'kan, and lies within the boundaries of Kwangchowwan, leased to the French. The marauders pillaged all the native shops and homes as well as the foreign-style buildings in the place, but they were eventually driven off by French troops. The latter then made examination of the various shops that had been plundered and subsequently found that there was one shop—a joss paper shop—which had apparently not been touched by the bandits. It was also further discovered that none of the inmates of the shop had been hurt, and this aroused the suspicions of the French, who thought that these people were in collusion with the marauders. The owner and his assistants were accordingly summarily shot by the French soldiers, who then transferred their wrath against the inhabitants of a neighbouring village; with the result that the men, women and children of that place without distinction, were promptly "wiped out of existence." This great injustice aroused the deep anger of the people of the villages round about, who sold all their lands near T'ai-pingch'ü (the place plundered by the marauders) in order to raise money to purchase arms and ammunition for the purpose of obtaining revenge. This becoming known to Huang Su-huan, prefect of Leihoufu (to which Such'ih-sien belongs) he at once sent troops to the scene to preserve the peace, but the wrath of the inhabitants of the

region, in question has been raised to such a pitch that it will be most difficult to solve this serious problem.

THE KWANGSI REBELLION.

According to the Kwangsi correspondent of the *Hongkong Shang Pao*, the Wu Kang Chuan are the guards at the Yamen of Viceroy, Ten Chun huan. They form seven companies, each company consisting of 250 men. Some time ago they went to Liuchow, Kwangsi, to besiege the rebels at Sanfang, Lawchen, etc. On the 25th of the 7th moon, a commanding officer and two soldiers were killed in active service while eight others were wounded. On the 5th of the 8th moon the rebels escaped out of Sanfang, while the Wu Kang Chuan were still carrying their usual siege without the least knowledge of what had happened. On the 29th of the same moon, a message dated the 23rd was received from Liuchow to the effect that the whole of the Wu Kang Chuan had sustained a disastrous defeat. Commanding officers killed 20, missing two, dangerously wounded one, and many of the guards killed. The Commandant was barely saved by the timely arrival of reinforcements, and has now returned to the city of Liuchow. Again, on account of the fall of Lawchen, the Magistrate thereof has been cashiered, while all the other officials were denounced, Liuchenghsien and Huiyuenhsien, too, have been captured by the rebels.—*Eastern Times*.
A Chungking telegram of the 10th October says that a telegraphic message from Kweichow to that port reports that the Kwangsi rebels have entered the boundary of Kweichow and that the defences of the city of Kweichow have now been strengthened.—*Universal Gazette*.

THE INTERPORT CRICKET TEAM.

THE SHANGHAI XI.
"Old Bowler" writes to the *N. C. D. News* as follows:—
Few will be found to say that the team selected to play against Hongkong next month is more than approximately representative of Shanghai cricket. Some even incline to the opinion that not only have not all the best available talent been made use of, but that prejudice has actually warped judgement in the process of selection. But there is this very general consensus of opinion that the team as published is proficient beyond average in much that makes a winning side, and that is in fielding. In this respect the team are good and true to a man.

Glancing at the other constituent elements it will be seen that there is good solid batting strength attaching to such names as Parkes, Moule, Turnbull, T. Wallace, Potter and V. H. Lanning, whose relative strength lies much in the order named. Two capital stonewallers and most useful in critical situations of the game are Duncan and O. V. Lanning. But it is in the attack that the team is weak. Potter is not bowling nearly as well as he once did, possibly because increasing years do not favour a long run before the delivery of the ball, and Dew is as uncertain as the natural dew, which sometimes is in evidence and sometimes not. Turnbull will possibly prove the best bowler in the team with T. Wallace running him close. But in the full knowledge that the bowling strength is not A. 1, it is inconceivable that the names of F. Milner and Cooper should have escaped the Argus eyes of the cabal of selectors, for the former is one of the best "leg-breakers" in Shanghai, probably unique; while Cooper got three wickets for two runs in the last interport match. It may seem anomalous too that Shanghai's last Captain against Hongkong is not even thought worthy of a place in this eleven; though his batting average is but two from the top, and his deep fielding irreplaceable.

Though admittedly it could not under the present circumstances be placed in better hands, it is unfortunate that the captaincy should devolve upon the stock bowler, Potter. In no first-class county team, nor with the Australians or South Africans, has it been found expedient of late years to have a bowler as Captain; examples that might well be borne in mind.

TRADE MARKS.

The Russian, German and French Ministers at Peking have proposed the postponement of the enforcement of the trade marks regulations, and Germany has protested against the regulations most strongly. The German Minister informed the Waiwupai that if the Chinese government does not postpone the date of enforcement of the regulations the Chinese government must indemnify the German merchants for their losses in the matter. The British, American and Japanese Ministers have urged against the postponement of the enforcement, but it is presumed here that China may not be able to carry out the regulations at this stage.—*Universal Gazette*.

"PREPARING FOR A GOLD STANDARD."

It is reported from a reliable source in Peking that, with a view of starting a gold standard in the near future, the Board of Revenue, in obedience to instructions from the Throne, began last year to collect and store up gold bars, etc., the intention being that when at least 100,000 taels weight of pure gold had been collected, a start with the gold standard would be made, the gold being used for coining gold pieces, while silver tael pieces of standard weight are also to be struck. A few days ago, this subject being brought up before the Empress Dowager in the Grand Council, her Majesty commanded two of her councillors to proceed to the Treasury rooms of the Board of Revenue to make an investigation as to how much gold bullion had been so far collected towards the object in view. A careful examination revealed the fact that only 13,500 tael weight of gold had been collected, calculating at that rate, would require at least seven years more before China can have a gold standard.—*N. C. D. News*.

THE N. Y. K. chartered steamer *Killua* from Hakodate landed at Yokohama on the 13th 30 members of the crew of the British steamer *Manila* (7, 3,000 tons, from San Francisco for Vladivostok with ammunition and provisions, wrecked in the Okhotsk Sea early September. They were rescued from the coast of Kamchatka, where they had been living on fish, by the British ship *Albatross*.

BOATING IN THE HARBOUR.

A FATALITY.

An inquest was held this morning by Mr. G. M. Porter, J.P., on the death of a seaman on the S. S. *Kwong Tai*, under the circumstances reported in these columns last evening.

The following jury were empanelled: Messrs. C. W. May (Foreman), Arthur Klein, Stewart Geo. Newell, Captain Lunt, of the *Kwong Tai*, stated that yesterday morning a number of boats and launches approached his steamer and made fast. The launches were towing a number of cargo boats. Owing to the strong tide and the extra weight of these boats it was impossible to navigate the steamer in a proper manner, the ship scarcely steering, though going full speed. Witness then wanted to anchor, but was unable to do so as some of the cargo boats were under the bow, and had been dropped his anchor it would have gone into the bow of the *Kwong Tai*, and then dropped the anchor and hoisted the police signal, and waited till the police had driven the boat away. After passing the signal, the boat lowered a boat to take the line to the buoy at the bow according to custom. The steam launches with their bows were gradually closing on the ship. One cargo boat and the launch towing her crashed into the ship's bow. This boat had five men in it. Four men jumped out of the boat on to the cargo boat; the other man was pinned between the cargo boat and the ship's side, and had both legs crushed. He was taken away by the Water Police and sent to the Government Civil Hospital. Witness was of opinion that all the launches contributed to the accident, as they were crowding her. The general cause of the accident was the behaviour of the launches collectively in endeavouring each to reach the steamer first. Under such management as that of yesterday such an accident must always be liable to happen. The coxswain of the launch in question was at the moment helpless on account of the crowding. The ship's bow was not in any way at fault as it was hemmed in and the men could not get their oars out.

The chief officer of the *Kwong Tai*, said that by the master's orders he lowered the boat from the ship's davits, and have it forward by using the steam winch. In line with the port bow was a lighter edging in toward the ship all the time. The steam launches about that lighter steamed towards the ship to get inside that lighter. Witness could then see that the inside lighter could not clear the buoy, and he shouted to the launches to get out of the way, but it was too late, they could not get out of the way and the lighter struck the boat and crushed her. The man who was steering the boat collapsed as he was trying to follow the others, and when he fell his feet and legs were caught and crushed exactly like a fender. The captain then ordered him to let go the anchor, but he could not do so as the lighter was immediately underneath the anchor. If the launch had gone astern when witness called to him the accident might have been averted.

Licensed Pilot No. 223 said he was bringing the *Kwong Tai* into the harbour yesterday morning, when he saw a ship's bow crashed and a seaman belonging to the steamer. The rest of his testimony was in corroboration of the previous witnesses.

Dr. J. Bell, Superintendent at the Government Civil Hospital, testified that at about 7.15 a.m. yesterday a Chinese seaman was brought to the hospital in a dying condition and at 9.30 a.m. he expired.

Other testimony having been given the jury returned a verdict of death by misadventure.

BOWLING GREEN CLUB.

DISSENTING OPINION.

An important meeting of the Bowling Green Club was held at the Club premises on Friday evening. There was a large attendance of members. This meeting was called to consider certain proposals of the Committee for extending the present house, adding two tennis courts and enlarging the Club pavilion, its present habitat having been found much too small as the Club grows in popularity with our suburban residents. The meeting evinced much enthusiasm in the project of extension, and from beginning to end the discussion revolved itself into a unanimity of opinion for the adoption of the scheme in this entirety. It is estimated that to effect the improvements and additions proposed there will be involved an expenditure of somewhat over two thousand dollars, and upon the resolution being submitted to the members by the chairman it was adopted with acclamation. It was decided that the money thus required should be raised by the issue of debentures of twenty-five dollars each, subscription for which was restricted to members of the Club only. It is anticipated that no difficulty whatever will be met in the raising of the full amount required for the improvements which are bound to command still greater support, for an institution that already counts so large a number among its members in the peninsula. Practically all the members present at Friday's meeting signified their intention to subscribe for the debentures.

The effect of the bowling lawn being extended will be to bring them into line with regulation bowling-green at home. The extension will permit of the game being played according to all rules prevailing in the old country—throwing the ball instead of as at present simply placing it down by hand. The addition of two tennis courts will enhance the attractiveness of the Club, and meet the fair aspirations of this popular institution across the harbour. The ladies of Kowloon have hitherto been interested in all that pertains to the doings of the Club. With the completion of the improvements sanctioned by the members the Bowling Green Club will make a still greater bid for popular favour.

TRADE MARK.

Despite all the controversy raised about Clause 8, in the Trade Marks regulations, it would appear after a careful examination of the various interviews published in our columns, that after all Section 8 is not of such vital importance as it appeared at first blush. Were Clause 23 of a satisfactory nature; then all the other Clauses would be swallowed, if not cured, then certainly as the best medicine to cure the infirmities of the law.

Clause 23 is wrong in conception and in principle. If the Chinese Government desire to make money out of these regulations, as it appears to some, then they have gone the very wrong way to go to fulfil their desire. No one would register except the Chinese and this would tend to cripple rather than advance Chinese industrial development, without due compensation from the competing foreign merchants. If the fees were merely nominal with a margin of profit, then there would be such a rush amongst all Chinese and foreign merchants that the monetary benefits to the Peking coffers would be beyond the wildest dreams of even the Board of Revenue.

As the multiplicity of drops fill the mighty ocean, so the multiplicity of the insignificant copper cash fills the Chinese exchequer. No one knows this better than the financial heads

in Peking, as is illustrated by the Chinese land tax and grain commutation tax, which, infinitesimal as far as the individual is concerned, is a very big item of imperial revenue in the aggregate, despite the heavy squeeze.

Clause 23 shows distinctly that those responsible for the provisional regulations have made an honest but blundering attempt to approach a subject concerning which they have absolutely no knowledge. They do not in the first place, begin to realise the multiplicity of chop-employment by a single firm. The compilers of the regulations had in their possession at the time of their labours a copy of the patent law of England and they approached the question of registration of Trade Marks as if the question of registration of patents. The fees embodied in Clause 23 approximate as closely as possible those in force in England with regard to registration of patents.

Notwithstanding all this, the regulations are a marvellous piece of constructive legislation in a country devoid of a legislative assembly. And it is to be hoped the suggested hanging up of the measure to be read this day six months will not be taken at Peking in the usual parliamentary interpretation of the term.

There can be no doubt in the mind of those who approach this subject of Trade Marks in a judicious and unbiased manner that the men who compiled these provisional regulations are men open to reason. If they be given clear, concise amendments to any particular clause and not a heterogeneous condemnation of all their arduous labours, they will accept as far as possible these amendments in a reasonable manner.

Attention should therefore be concentrated on this vital clause in the regulation and those interested should make their views fairly clear. The items under which fees are charged are—

- | | |
|--|-------|
| 1.—On every application to register a mark | 5.00 |
| 2.—On registration of a mark and issue of a stamped certificate | 30.00 |
| 3.—On transfer of, or declaration of partnership in a mark | 30.00 |
| 4.—On renewal of registration | 25.00 |
| 5.—For every copy of a document, connected with registered marks | 2.00 |
| 6.—If above 100 characters, for every additional 100 characters | .50 |
| 7.—For inspecting register, every half hour employed | 1.00 |
| 8.—For renewal of certificate if lost | 10.00 |
| 9.—On reporting any case of fraudulent imitation | 5.00 |
| 10.—On application for reconsideration of ruling given | 5.00 |
| 11.—On application to cancel registration | 30.00 |
| 12.—On requesting the transfer of ownership rights to next of kin, in the event of death | 5.00 |

Now the first point at which exception can be taken is relative to the *Halkwan Tael* being the coin of payment instead of a dollar basis, at a time when it is desired to standardise the circulating medium in China.

One item, which will be greatly affected by the registration, says the fees generally are too high. Another informed us that \$25 should cover everything. These are generalisations and are interesting but of little moment in constructive legislation, which requires definition when dealing with money matters.

Heading No. 1 is evidently a guarantee of the *bona fide* nature of the application. The fees connected therewith should therefore be reduced as part of those payable under No. 2, should registration be carried through, but be refunded if the application should be withdrawn. The fee under the heading No. 1 should be \$5.00 and diminished with No. 2 the amount should be \$5.00. In the case of No. 3 this will be found unnecessary, as compensation will be taken out in the nature of a lump, but if found advisable a nominal sum might be charged \$5.00 should be sufficient.

Charges under heading No. 4 would be fair to all parties if made \$10.00 and would prove most remunerative to the government. Just half the fee charged under heading No. 5 would cause no grumbling from any applicant.

No. 6 is reasonable as it stands in dollars, as is No. 7.

No. 8 covers an absurd extortion five times more than the reasonable fee of \$2.00.

The principle underlying section 9 is wrong, any persons reporting cases of fraudulent imitation are doing a public service and are assisting the government to do its legitimate duty, and therefore should pay no fee except as a guarantee of good faith, to be returned to them on the submission of their complaint or forfeited on disapproval thereof.

No. 10 should also be considered as a guarantee of good faith, to be returned if the ruling should be upon reconsideration. In both these cases the fee of \$5.00 should cover the *bona fide* fee.

No. 11 is somewhat puzzling, as it does not say if the registered mark to be cancelled is the property of the party making application for cancellation, or an illegal registration, by someone else, of a chop or mark the undisputed property (under clause 8, c.) of the applicant for cancellation. In the case of the first being correct, then \$5.00 would be a reasonable fee, as there is really no necessity for any owner to cancel and pay extra fees when they can let their own mark run for the full period of registration without inconvenience. If the alternative reading should be the correct one, and we consider it so, then the \$5.00 fee should only be considered a guarantee of the *bona fide* of the application for cancellation and should be confiscated or returned as the application was disallowed or upheld. No. 12 is altogether absurd since no application would in reason be made under this heading and our comment on No. 3 is applicable to No. 12.

Our suggestion of reasonable fees are therefore as follows—

- | | |
|--|---------|
| 1.—On application to register each trade mark (as a guarantee of <i>bona fide</i>) | \$ 5.00 |
| 2.—On registration of a mark and the issue of a stamped certificate taken (with foregoing fee \$5.00) \$10.00, \$15.00 | 5.00 |
| 3.—On transfer of mark | 30.00 |
| 4.—On renewal of registration | 25.00 |
| 5.—For every copy of a document connected with registered marks | 1.00 |
| 6.—If above 100 characters for every additional 100 characters | .50 |
| 7.—For inspecting register every half hour employed | 1.00 |
| 8.—For renewal of certificate if lost | 2.00 |
| 9.—On reporting any case of fraudulent imitation (as a guarantee of <i>bona fide</i>) | 5.00 |
| 10.—On application for reconsideration of ruling given (as guarantee of <i>bona fide</i>) | 5.00 |
| 11.—On application to cancel registration under clause 8, c. (as guarantee of <i>bona fide</i>) | 5.00 |
| 12.—Should be cancelled. | |

—Shanghai Times.

According to returns published on the 20th inst., there are now more than 2,800 Russian prisoners of war, including 88 officers, in Japan. Of these, 88 officers and 1,401 men are at Matsuyama, 606 men at Himeji, 350 at Matsuyama, 108 at Kuchiyama and 30 (belonging to *Nuria*) in the Sasebo hospital.

"SHELL" TRANSPORT AND TRADING COMPANY.

The annual general meeting of the shareholders of the "Shell" Transport and Trading Company (Limited) was held at Winchester House, Old Broad-street, London, on 21st ult. The chairman, Sir Marcus Samuel, Bart., presiding. The secretary (Mr. E. A. Smith-Rowe) having read the notice convening the meeting the Chairman said—

The report which we have circulated makes it clear that our hope of submitting accounts to you has not been realised, by the fact that we have been unable to obtain from the Asiatic Petroleum Company (Limited) any closed accounts for the year 1903, either for the first or second half, although we have felt justified in distributing to you a dividend of 5 per cent. on account of the profits of that year. In spite of the utmost care taken, our estimates of income for the year 1903 were not realised in the result, to the extent of £11,296. The directors, therefore, shrink from the responsibility of placing figures before you again until they receive them in a form which enables them to present them as conclusive. The difference appearing from the estimates of 1902 arises from the basis upon which the stocks were taken over, and is more in appearance than in reality, since the 1903 figures will be benefited by the adjustment accepted by us as for 1902. It affects the carry-forward only, and not the dividend already paid. We wish it were possible to-day to submit accounts for the year 1903; but we are not able to do so, and we ask you to pass a resolution adjourning the meeting to a time when we can render you a complete balance-sheet for the year 1903, and we can only say that we trust this may be before the end of the year. Should this be found impracticable, we will, however, reluctantly, compile an estimate, and submit to you. We have desire to make very plain to you that we purpose including in our profit and loss account the interest due to you from the Nederlandsche Indische Industrie en Handel Maatschappij for the years 1901, 1902, and 1903, amounting to about £13,793. This interest has always been duly credited to us by the Nederlandsche Indische Industrie en Handel Maatschappij, and we have most unquestionably earned the money; but we have never hitherto included it in our accounts, because we were determined to be thoroughly satisfied that it was represented by an undeniably good asset before doing so. We are happy to say that this is the case now, and we have no hesitation in recommending the shareholders to accept the directors' report, and to authorise that this sum shall be included in the profit and loss account for the year 1903. Our object in placing the matter thus prominently before you is that there may be no misapprehension on the part of our auditors as to the fact that we have our sanction to this course. As I promised when I last addressed you, we have closed the exploration account of the Nederlandsche Indische Industrie en Handel Maatschappij as on Dec. 31, 1903. An appropriation has been made in which the Dutch directors and ourselves entirely agree, and this resolves itself into the following figures: The total cost of the concessions fixed at £270,452, and this will be amortised over 35 years as a maximum period, whilst the constructional portion of the work (including stocks of oil and stores) has been fixed at £17,562, and for depreciating assets a very liberal scale of amortisation has been provided, which will extinguish them in periods varying from five to twenty years. The figures include the interest paid, or to be paid, to the "Shell" Transport and Trading Company (Ltd.), during the period of construction; but, on the other hand, the revenue from the trading has been taken in reduction of this. In the report you will find the figures of production given, but, satisfactory as these are—showing that during the last five months the average output of crude oil has been about 6,000 tons a week—they do not give any clear idea of the potentialities of the property. It is certainly not too much to say that this production could easily have been doubled, since we have been compelled to shut down one well which, alone, gave somewhere between 700 and 1,000 tons of oil a day. This was owing to the utter impossibility of storing, transporting, or treating the oil, and, under these circumstances, we have refrained from completing other wells. The oil from this well contains a very large percentage of paraffin wax. This product, you are doubtless aware, is of considerable value. Our object has been, in order to relieve the pressure upon those of our other wells to put through the refinery as much crude oil as we could, and we have run it upon these lines. We therefore found it quite impossible to handle the new product, for which we have to construct separate tankage and pipe line, and, as we have notified you, we anticipate having the refinery extensions completed by June next, when we hope to produce between 3,000 and 4,000 tons of kerosene weekly. We have been hampered in having insufficient transport for the oil from Sanga Sanga to Balak Pappan, steamers only of light draught being able to perform this trip. We have contracted for a new vessel with Messrs. Armstrong, and she should be delivered in Koetel before the extensions to the refinery are ready, so that by the time it is in work we shall be able to keep it fully employed. It will be satisfactory to you to know that, under the local auditor, the whole of the preliminary expenditure has been properly allocated, except a sum only of about £4,800, which was awaiting further explanations, but which we have now decided to add to the cost of the concessions, and so close that matter. In liquidation of the indebtedness of the Nederlandsche Indische Industrie en Handel Maatschappij we have agreed to accept bonds bearing interest at 5 per cent. per annum, repayable out of the proceeds of the company, and we are glad to report that during the year 1903 the company have repaid to their bankers no less than £100,000 so that we have very confidently that, with the scheme of amortisation provided, the large amount at which these bonds now stand will be rapidly and substantially reduced. To anyone having a knowledge of oil territories, I do not think there can be the least doubt that at the figure at which these properties stand in our books, which is the actual cost, we have a most valuable asset. We have to place before you a matter which has caused us considerable anxiety and some indignation. As you are aware, we were the pioneers in introducing bulk oil to India, and we had always flattered ourselves that we were entitled to the gratitude of the Indian Government for the steps which we took, and which resulted in very greatly cheapening the cost of kerosene to consumers in India. By the same means we have added largely to the income of the Indian Government, because it had led to an immensely increased consumption. Added to this, the representations which we have been obliged to make from time to time to the Indian Government have been courteously received. At our instance the duty on liquid fuel (or on oil above 170 deg. flash point) was reduced, and a serious injustice to British traders—namely, the imposition of a duty on British oil plates, whilst admitting free those of American origin, made up in the form of oil caps—was rectified. Notwithstanding this we have been treated by the Government authorities of Burma in a manner which I do not hesitate to characterise as scandalous. We have invested in India a

sum approaching £500,000 for the landing and distribution of oil in bulk, and we had not the slightest reason to anticipate that we should be discriminated against. The duty in India on kerosene amounts to 8 annas per case, or about 1d. per imperial gallon. Oil, however, from Burma, pays no duty. Now, the Burma Oil Company have constantly increased their production. They receive what amounts to an enormous subsidy, which would represent, provided the Burma Oil Company could do all the business in India, a sum equivalent to about £500,000 per annum. We cannot disguise from you that against a product thus subsidised we are very heavily handicapped. We consequently resolved upon sharing in the production of oil in Burma, and to this end applied to the authorities for ordinary prospecting licences. These have been refused to us; but disgraced as this is, much worse has happened, because certain prospectors who had obtained licences were threatened with their cancellation if they sold them to this company. I know of absolutely no grounds which would warrant the Burma authorities in taking such a stand against your company. We hear it stated that they have given credence to accusations made against us by opponents. The first is that we are not a *bona fide* British public company. Our reply to that is that we have altogether 1,493 registered shareholders, and there are 75,000 shares held by warrants to bearer. The register of our company will show that, at all events as to nine-tenths, the shareholders are entirely British. The ridiculous accusation consequently goes by the board. The next obstacle cited is that we are allied with the Nederlandsche Industrie. Well, gentlemen, our opponents must be very hard driven for an argument when, this is alleged, because this is somewhat notorious that we have pursued our own policy, and maintained our independence consistently, and we are not, and never have been, allied with the Standard Oil Company. Then it is contended that we should only take up these concessions for the sake of injuring the Burma Oil Company, and not with the *bona fide* intention of increasing the production of Burma oil. Now, seeing that we have, in season and out of season, insisted upon the enormous advantages of liquid fuel, of which we are very large producers (and the success of liquid fuel depends upon widespread production, and especially in British territory), can such an argument as this hold water for a moment? We have given the most explicit assurances to the Burma authorities that we are prepared to, *bona fide*, do our very utmost to assist in the development of what we recognise to be a national industry. Nevertheless, we who have done such enormous service in developing British trade and pioneering new movements, are refused the opportunity of participating in a great industry under British regime for such paltry reasons as have been alleged. I venture to say that this is essentially a case which should add weight to the arguments which have been repeatedly adduced as to the necessity of an Imperial Ministry of Commerce, because such a Minister would be the link between the Admiralty and the Government of India. The one desires strongly that liquid fuel should be produced in British territory. The other cramps its production by refusing facilities to a company which, by its great experience, is fully qualified to develop it, and conferring a monopoly on a single company. It is quite manifest that the Burma Oil Company has great local influence in Burma, and has effectively attached it to retain its monopoly. All the evils attending to a monopoly are manifest in its case, and, as it may greatly affect us, I am bound to mention a few of them. The Burma Oil Company was re-capitalised in 1902 (if I am rightly informed) on the basis of an issue of £991,000 in ordinary shares in payment of old shares represented by a much larger capital to earn dividends upon. Now we are informed that the company is appealing to the Indian Government to increase the import duty on kerosene, so as to further protect it from competition with non-subsidised oil. Then, again, so far as I am aware, whilst liquid fuel is of paramount importance to India, the Burma Oil Company has not prepared any at all, either for export or upon which the Government of Great Britain might depend in case of emergency. I rely upon the assistance of all the shareholders in this company who have any influence towards securing the redress of what I look upon as a great wrong. The barest equity would certainly decree that the Indian Government are going to give what is practically a subsidy of £400,000 a year to producers of oil in Burma, who should be at least allowed to endeavour to earn our proportion of it. Fortunately, the decision of the local authorities is not final. We have consequently addressed an appeal to the Government of India, and we trust that the untenable position taken by the Burma authorities will be reversed. They can never quite redress the wrong which we have suffered, because, in the meantime, knowing our intentions, our opponents have been able to secure favourable plots which we might otherwise have obtained. I now turn to the European portion of this company's business. The problem with which we were confronted here was the enormous amount of capital required for properly prosecuting the business of distribution over so wide an area as Europe. Experience has taught us that we cannot successfully compete with our formidable opponents in the kerosene trade unless we are established universally, so that we cannot be slaughtered in detail. Overtures made to us by the Deutsche Bank (who are also large shareholders in the Steara Romana Actien Gesellschaft—a producing company in Roumania), to join in our distributing business rather than to establish an organisation of their own, were carefully considered by us. This, we are glad to report, culminated in an agreement, £500,000 for working capital being subscribed by our associate and relieving this burden from the necessity of raising fresh funds. This is not the only advantage secured; but, as we have indicated in our report, it appears wise that the brunt of fighting one class of producers should be borne by other producers themselves, and not only by an intermediary distributing company, and this is the position which we have now practically attained. In addition to handling kerosene, we are establishing a business in petroleum spirit. There are occasional rumours that the supply of this article is likely to be short. I am glad to have the opportunity of publicly stating that, in my opinion, it will be some years before consumption can possibly overtake production, the eastern companies alone being compelled to destroy over 100,000 tons of benzine a year through being unable at present to find markets for it. Thanks to the contracts made, employment has now been found for all the steamers of our fleet so that we are in a much better position than we were when we last met you, and when it was our duty to inform you that there might be a very serious loss of face through employment for some of our steamers. This is the more satisfactory in that general shipping business is in a most depressed and unprofitable condition. You will probably expect me to tell you how the war now prevailing between Japan and Russia affects us. I am thoroughly convinced that, had Russia not been most justly tackled by Japan, Manchuria would have been lost to European trade, and particularly to our company, because all kerosene but Russian would certainly have been excluded by prohibitive tariffs. Manchuria, however, is a natural market for our Borneo

and Sumatra oils, which can be laid down, owing to the geographical position, at much lower prices than is possible for either Russian or American oil. Besides this, I am convinced that, with the progressive and able administration of the Japanese trade, both in Korea and Manchuria, will advance far more rapidly than it would have done under the reactionary policy of the Russian Government. I have had practical proof of how able the Japanese are in their civil administration, by seeing what giant strides Formosa has made since it has been under their guidance. I ventured to predict that we were becoming more and more independent of Russian oil owing to our largely increased production of Eastern oil. The fact is that if Russia would remove the terrible excise duty which she has placed upon oil for consumption in her own territories, for political reasons, to keep her unhappy people in the ignorance caused by dear light, there would be very little Russian oil available for export. The home consumption, under such conditions, would almost require the production of Russia to supply it. I cannot help thinking that, when better government prevails, this must be one of the first questions considered, and it would affect our trade very materially, because the value of other oils would increase were it not that Russian oil is exported so largely because of this artificial barrier to its home consumption. Our sales of liquid fuel continue to keep pace with our production and here again it is not a little remarkable that Russia, with the largest supplies in the world, should still be burning coal in her own navy. The whole of these difficulties in getting the Baltic Fleet out would have been easily overcome had the fleet been capable of steaming on liquid fuel. It is with great satisfaction that we note our own Admiralty's successful experiments with liquid fuel, and we think we may legitimately take credit for not only having inspired them, but for having furnished the supplies which have rendered them possible. I have only to add that trade, in the current year, in spite of the many drawbacks to which we have been subjected, is satisfactory, and we, to-day, can reasonably anticipate that we shall be able on January 1 to distribute an interim dividend at the rate of 5 per cent. per annum on account of profits for the year 1904. I now beg to move: "That the report of the directors be received and adopted."

Mr. Lane seconded the motion, which was carried unanimously.

Messrs. Henderson, Jardine, Runge, and Rickmers, the directors, retiring by rotation, were also duly re-elected.

Sir Fortescue Flannery, M.P., then moved: "That the meeting be adjourned until a date to be fixed by the directors, when the accounts shall be ready for approval." With regard to the treatment which they had received at the hands of the Burma authorities he fully endorsed the chairman's remarks, and suggested that the 1,500 shareholders should each send a copy of the chairman's speech to his local member of Parliament, in order to have the question of British interests in Burma raised in Parliament. As to the position of the company generally, he had during the past six years made careful notes of the balance-sheets, and during that period he found that some £400,000 had been placed to reserve and £200,000 to depreciation, whilst nearly £1,000,000 had been distributed in dividends. He looked forward with the utmost confidence to the future of the company. (Applause.)

The resolution was seconded by Mr. G. Hockie and unanimously adopted.

A vote of thanks to the chairman and directors terminated the proceedings.

FLOUR AND WHEAT FOR JAPAN.

GOOD PROSPECTS FOR NEW SOUTH WALES.

Mr. Sutor, the Commercial Agent for New South Wales in the East, has forwarded a communication to the Minister for Mines and Agriculture on the subject of the importations into Japan of flour and wheat.

FLOUR.

In 1903 Japan imported 138,373 tons, value £1,033,442.

In 1902 Japan imported 47,617 tons, value £327,532 8s.

Increase for 1903, 90,756 tons, value £705,910 12s.

WHEAT.

In 1903 Japan imported 90,756 tons, value £476,783 16s.

In 1902 Japan imported 5,712 tons, value £24,405.

Increase for 1903, 85,044 tons, value £452,378 16s.

Mr. Sutor states that the Americans and Canadians are very much up-to-date in sending samples of flour and grain in all directions—done up in attractive little sample bags.

The Sydney Chamber of Commerce (a. q. standard samples for the year should always be submitted as soon as possible). All wheat for the Japanese or Eastern market should be in the usual four-bushel bags, and great attention paid to the soundness of the bags. While a good strong wheat is the most in demand, r. otherwise there are always chances of selling inferior grades, but such samples should be specially marked as second or third grade wheat.

Some very inferior wheat had been received from America, and in a few cases the inferior wheat mentioned turned the scales in favour of New South Wales wheat, which is very highly spoken of.

Viewing the whole situation, Mr. Sutor says he looks forward with feelings of confidence to the prospects of New South Wales wheat for the coming harvest. It is very necessary, however, that the question of samples of flour and wheat be kept well in view, and timely action taken.

There is another important matter, and that is c.i.f. quotations must be given when prices are asked for. For four samples, Mr. Sutor suggests that 50lb. sacks be sent; and that the samples be accompanied with letters giving prices, etc.

The Americans so arrange their business that local merchants have no trouble whatever, each grade is so marked and private code arranged with a view to transactions or fluctuations in prices. In other words, the American shippers make a special study to give the local selling agents as little trouble as possible, and recognise the fact that the present is an age of very keen competition, and act accordingly.

It is anticipated that the new graving dock at Colombo will be open in 1905. The completed dock will be the finest and largest in Asia, says *Admiral Zinghering*, and indeed will probably challenge comparison with any of the dry docks available for the use of His Majesty's Navy. The new dry dock at Bombay, the No. 1 dry dock at Hongkong and the dry dock No. 3 now under construction at Singapore are 300 feet long on the floor, or 200 feet shorter than the Colombo graving dock, while, although the docks under construction at Gibraltar and Malta are to have lengths of 350 and 370 feet respectively, it must be remembered that they are really double docks. The depth over all of the Ceylon dock at high water will be 32 feet, which also compares favourably with the depths of the docks at Bombay, Singapore and Hongkong. The breadth of the graving dock will be 85 feet at the entrance.

DEATH OF MR. DHUNJEEBHOO CURSETJEE SETNA.

22nd inst.

It is with much regret we have to record the death of an old resident and highly respected member of the Parsee community in this Colony, which took place on Thursday, 10th inst., in the person of Mr. Dhunjeebhoo Cursetjee Setna, chief partner of the firm of Cowasjee, Pallonjee and Company, of Hongkong and China, and Cowasjee Bomanjee, of Bombay. He was the second son of Mr. Cursetjee Bomanjee, of Bombay, and founder of the above-mentioned firm, and father of Mr. Sorabjee Setna, manager of the firm of Cowasjee, Pallonjee and Company in Hongkong, and of Mr. Nussurwanjee Setna, manager of the Shanghai branch of the firm. Besides these sons the deceased gentleman leaves a widow, two younger sons and a daughter, all the latter of whom are now in Bombay. The deceased, who was at one time a well-known and prominent figure in Hongkong, had been suffering some two months, from *locomotor ataxia* with the superadded complications of gout and diabetes. Besides the four sons and one daughter mentioned, Mr. Dhunjeebhoo Setna, who was only sixty-two years of age, leaves seventeen grand-children to mourn his loss. Much sympathy has been extended to Mr. Sorabjee Setna, the eldest son of the deceased, who will be shortly proceeding to Bombay, where the widow and other members of the family reside.

SUNDAY IN SAIGON.

From the Messageries Maritimes wharf, on the east bank of the sluggish, coffee-coloured, mosquito haunted river, one reaches the better quarter of the town by means of a native boat or sampan, and, landing at the southern extremity of the Bund, and following that wide, shady thoroughfare for a few hundred yards, arrives, at length, at the lower end of the Rue Catina, the street, par excellence, of Saigon.

Early though it is—barely nine of the forenoon, and hot, the temperature being that of a Turkish bath—the pavements are thronged with holiday-makers and churchgoers. Here, from these seats at the corner café—there are many corners in Saigon—we shall see them all. Soldiers, sailors, civilians, and their womenkind pass and repass, intent on seeing everyone and being seen by them. Naval officers from the men-of-war in harbour, subalterns of the garrison, of the Pioneer, and of the various troops, are everywhere, while in two and three, singly, or in squads, the men of the *Infanterie* and *Artillerie de la Marine*, in their white uniforms, spotless to-day, at least, outnumber the rest by twenty to one. Alphonse and Marie, typical shopkeepers of the smaller sort, parade their Sunday finery on the weekly promenade; behind them, as a rule, tumbles petit bébé, fat and well seeming enough, but with pallor of the tropics too plainly visible in his chubby cheeks.

Annamese ponies, singly or in pairs, driven by fat-bellied natives, trot sedately upon down the well-laid street, drawing the wives of the naval, military, and administrative officers, in every imaginable variety of vehicle; other ladies of less exalted position contending themselves with their hired vulture or even humble rickshaw. But, whether in victoria or gharry, landau or "rick," the trail of the Parisian modiste is over them all. "Paris itself," you say, Aye, but Paris with a difference. The gaiety is wanting; the cabdriver cracks no rebounding whip, nor wakens the echoes of the shuttered shops with a cheery cry. While faced are the men; pallid the women with the distinctive sallowness of the country, listless and languid are both.

Allons! it is eleven o'clock; the crowd is thinning, soon to vanish in search of breakfast and their noonday siesta, and day in, day out, the rulers of Indo-China are invisible from twelve to two. Let us take home, or rather gharry, and drive by way of the Tour d'Inspection, to the Gardens. Through the wide streets, shaded by drooping fringe of peepul tree and florid flamboyant, our way lies upward, past the gorgeous opera house, built by the French Government for the consolation of her sons in exile, at an expenditure of I know not how many millions of francs, past the palatial residences and the walls of private dwellings, stone built but covered with damp moss and lichens, and, prematurely aged by tropical humidity, past the barracks of the Annamese regiments to the renowned Jardins des Plantes, before whose fame the glories of similar institutions in Singapore, Calcutta, and Kandy shrink into insignificance.

Here shall you see forest giants which forty years of careful tending have brought to an unexampled magnificence of size and beauty, and note foliage and flora for which the jungles of the fever-stricken interior have been sacrificed, and not in vain; or, are your tastes orchidaceous? and the palm-bombers shall keep you enthralled for hours. Or you shall walk on velvet lawns bordered with crotons and flower-shrubs of unimagined colouring sloping to sparkling streams and placid, lily-hidden ponds.

There, on the higher ground, above the lake, where tall flamingoes and adjacent birds wade and wander at will, will be found acres of aviaries, in which every variety of feathered fowl known to tropical ornithology can be viewed in turn; beyond, where the clumps of feathery bamboos conceal such segregated buildings, in their iron-barred houses, tiger, black panther, leopard, bear, and lion live and thrive with the air of their native jungle in their nostrils, familiar forest calls in their ears. In the glass-fronted "snake-house," twenty-foot pythons coil their sluggish length in mottled fragments of cold scales; and evil incarnate confronts you in the deadly eye of the fer-de-lance, while no less deadly cobra and hamadryad slumber together on the dry, hot sand of their cages or writhe in sinuous curves in pursuit of their prey; the little tree-frog, that hop here and there, vainly seeking an exit.

"A GAITY GIRL.

"THE LADY SLAVEY,"

**AMERICAN BLOCKADE RUNNER
LOST IN KAMSCHATKA.**

MACAO NOTES.

(From Our Own Correspondent.)

MACAO, 23rd October.

FRENCH ADMIRAL'S VISIT

THE PIRATE CHIEF.

THE FRENCH ADMIRAL.

CORDIAL RECEPTION AT MACAO

MACAO, 25th October, 1904

Y. M. C. A. OUTING PARTY.

**SWATOW-CHOWCHOWFU
RAILWAY.**

THE WAR.

THE QUESTION OF MEDIATION

TIEH-LING.

THE SHAHO BATTLEFIELD.

RUSSIAN ATTACKS ON THE 16TH.

FURTHER RUSSIAN RETREAT

INTERESTING STATEMENT BY RUSSIAN
- OFFICERS.

two Army Corps, commanded by General Blackall erg, opposed the right flank of the

IMPERIAL MESSAGE TO THE TROOPS

The Crown Prince also sent a congratulatory message to Marquis Oyama's forces.

INSIDE PORT ARTHUR.

From all this the military expert of the London Times dissents. Fort Arbut, he thinks, may not, by its long resistance, upset the calculations of the Japanese or embolden their land campaign. They were prepared beforehand for much that is surprising the world.

However, the *Norvye Vremya* (St. Petersburg), in the course of some comparisons between the siege of Sebastopol, which lasted nearly a year, and the siege of Port Arthur, remarks that the latter "can have very little influence upon the progress of the war." The *St. Petersburg Zeitung* notes that Sebastopol was never wholly invested, being left free to receive supplies from the land side. Fort Arbut, on the contrary, has been "quite cut off from the rest of the world."—Translation made for *The Literary Digest*.

THE PLAGUE IN FORMOSA.

A continual return of the number of cases of plague in Formosa, where the pestilence has been prevalent since May last, shows a great decrease in both cases and deaths. From the outbreak of the disease to the 30th ultimo the number of cases reported was 4,167, and the deaths 3,073, but 99 per cent. of these were reported previous to August 31st last. Since that date only 14 cases have been reported, and of these 13 proved fatal. By far the greatest mortality occurred in Tainan-ken.

IN A CORNER OF ASIA.

There is something of more than ordinary interest in the hundred pages of an unpretentious little volume which reaches us from a city away off the beaten track in a little known corner of Asia. Its compiler has produced a valuable handy-book, wherein he sets forth the main points in the political history of Siam, its present conditions, characteristics of the people and a description of the many places of interest in the Kingdom, besides various tables explanatory of the coinage, weights and measures in use, and other information of general utility, not omitting even a brief Siamese vocabulary. There are fifty beautiful illustrations many of which are of distant, remote and out-of-the-way localities, and these amply testify to the fact that the visitor to Siam will find in every direction things of interest and things to amuse. In fact, the perusal of this work will result in one's learning much about the country which will disillusionize the common idea of the kingdom. One thinks of Siam, and especially Bangkok, as a particularly unhealthy place; yet, according to Mr. J. Antonin, who, by the way, is a member of the Geographical Society of London, and of the Commercial Geographical Society of Paris, official statistics prove that such is by no means the case. But while he asserts that cholera is practically unknown he omits to give us particulars of the prevalence or not of other diseases, so that one has to presume that in Bangkok, as in other tropical places, the usual fevers and so on can be found by the least unwary. Judging by the many picturesque places described, the country is well worth a visit, and intending visitors are advised to make the trip sometime between November and February, when the heat is considerably tempered and cool nights are the rule. During these months there is generally a fair water supply and no rain, matters of some importance, says Mr. Antonin, when one is travelling in the interior. As to what to take, we are told that Bangkok can supply anything from the proverbial needle to the anchor and just an ordinary outfit in all that is needed. We might usefully add that a copy of this excellent guide to Bangkok and Siam, which can be had of Messrs. Kelly and Walsh, or the Siam Observer office, Bangkok, should not be omitted from the baggage. The book is one to consult on many points and should prove an indispensable work to those visiting this land of strange contrasts.

SIRRL PLATES FOR HONGKONG.

According to the Portland, Ore., Telegram, Mr. James J. Hill has asked Mr. E. H. Harrison to transport 3,000 tons of steel plates to Hongkong. The plates were shipped from Eastern mills to Puget Sound, and were to have been sent from the Northern Pacific terminal on Hill steamers to the Orient. The reason for the Northern Pacific's action in desiring the steel re-shipped from Portland to the Orient, is not clear to shipping men, but it is believed that the war situation has influenced the action of the Northern Pacific. It cannot be learned what action the Harriman interests will take in the matter.

JAPANESE OFFICIAL REPORTS.

The Consul-General for Japan at Shanghai has issued the following telegrams:—

Tokio, 17th October.

Marshal Oyama reports:—A résumé of the statement of a Russian officer who has been taken prisoner by our central army is as follows:—The strength of the Russian forces now under General Kurapatkin near Mukden having reached over nine army corps, the Czar ordered General Kurapatkin on the 27th September not to retreat north of Mukden, and to take the offensive as soon as circumstances allowed him to do so, in order to drive the Japanese back to Southern Manchuria and relieve Russian garrison in Port Arthur. Thereupon General Kurapatkin with the whole of his forces advanced southward and divided his forces into three columns—centre, left, and right, to take the offensive. The central column consisted of the first, fourth, and fifth army corps under General Zabali. The left column consisted of about two army corps and advanced towards the Japanese right army under General Stakelberg, while the right column consisted of three army corps and advanced towards the Japanese left army. Another army corps followed under the central column. Beside these General Ilevich with the Ussuri field army corps advanced towards the south-east of Liaoyang by a circuitous route from the east, so as to threaten the Japanese retreat while General Mischenko with six regiments of dragon cavalry moved on the right flank of the Ilevich detachment. In the present engagement the 3rd and 27th Division of the first army corps, especially the first brigade, suffered great loss. A company of the 145th regiment was annihilated at Sankuishishan. The third division of the Siberian reserve infantry had very great losses. The original number of fighting men of each regiment of this division was about 4,000, but after Liaoyang they were reduced to 2,500, and by the present engagement the 12th regiment had been reduced to only 800.

Tokio, 17th October.

Marshal Oyama reports on the 16th October:—The front of our right army and central army is now quiet, and only in front of the left army heavy cannonading is continuing. A detachment under Major-General Yamada captured one gun and two ammunition wagons while attacking the eminence near Sankuatzu during the night of the 15th October.

Tokio, 17th October.

Marshal Oyama reports on the 16th October:—The enemy in small number who remained in the vicinity of Kokuansai (about ten miles north-east of Peshih) have retreated to the north, pursued by us. Our pursuing detachment occupied the same position.

On the front of the left column of our left army the enemy made six counter-attacks, but all were repulsed by us and we inflicted great loss on the enemy. Later that evening the enemy, who were more than five or six battalions of infantry and three batteries of artillery, attacked the same column. We are presently driving the same enemy.

Yesterday (the 15th) the number of dead bodies left by the enemy in the direction of the left army was found to be pressed to a total of about 4,000. Besides these, there were enormous numbers of dead bodies left by the enemy on the front of the left column, but the number there had not yet been ascertained.

COMMERCIAL.

WEEKLY SHARE REPORT.

Writing under date 28th inst., Messrs. Benjamin, Kelly and Potts state:—

During the past week, a fairly business has been transacted, but with the exception of a decline in China Sugars, rates have not undergone any material change.

The Dairy Farm Company, Limited, has convened its eighth ordinary yearly meeting of shareholders for the 10th November, until which date the transfer books are closed. An extraordinary general meeting will be afterwards held for the purpose of considering and, if thought fit, passing the following resolution, viz.:—That the capital of the Company be increased by the sum of £12,500 divided into 15,000 shares of £1 each and that the Directors be authorized to allot such shares pro rata among the existing shareholders according to the number of shares for which they may, on the 10th day of November, 1904, be registered in the proportion of three new shares for every two shares held by them on that date.

Banks.—Hongkong and Shanghai Bank have been negotiated at £700 and 50¢, and are in further request at the latter price. The London quotation is £69 10. Nationals have improved to 33¢.

Marine Insurances.—Unions continue to move upwards and are wanted at 1630. Cautions have been disposed of at 355 and are still offering at the rate. North Chinas are in demand at 110. 80 cum the final dividend of 4/- paid in Shanghai on the 25th instant. Yangtzes have improved to 150, and China Traders are quoted at 54.

Fire Insurances.—Hongkong Fire is still inquired for at 1335. China Fires have advanced and are wanted at 80 after sales at this price.

Shipping.—Hongkong, Canton and Macao Steamships have been done at 50¢ and 51¢, at which rate there are further buyers. Indo-China has hardened and sales have been effected at 120, 130 and 131 closing steady at the latter figure. Douglas Steamships have been fixed at 54 and are now wanted at 53. China and Manilla are easier and can be procured at 52. The capital of the Company is now written down to £75,000 divided into 30,000 shares of 25¢ each paid up. Shell Transports can be placed at 216. Other stocks under this heading are without business and there is no alteration in rates to notice.

Refineries.—China Sugars have declined to 325 and are wanted at this rate. Peraks are steady at 110 60 sales. Luxons close at 56.

Mining.—Chinese Engineering are offering at 110. Raubs can be obtained at 60. The crushing for the past four weeks yielded 515 oz. smelted gold from 3,100 tons of stone.

Docks, Wharfs and Godowns.—Hongkong and Whampoa Docks after a forced sale at 122 are inquired for at the rate. Farmanhs are firmer and have inquiries at 170. Kowloon Wharfs have been dealt in and are still asked for at 115. Hongkew Wharfs have also improved and, according to the latest telegraphic advices from the North, there are buyers at 115. 137 for the old and 115 for the new shares.

Lands, Hotels and Buildings.—Hongkong Lands are obtainable at 148. Shanghai Lands have risen to 115 and are wanted. Hongkong Hotels have again been placed at 131 and close in further request. Asir-House Hotels (Shanghai) have found buyers at 120. Humphreys Estate have been booked and close in demand at 124.

Cotton Mills.—There is no business to report but Hongkong Cottons are inquired for at 160.

Cigar Companies.—Sumatras have changed hands at 65 and more shares can be placed.

Miscellaneous.—Green Island Cements have been sold at 13, 13 1/2 and 14 but close quieter with sellers at 13 1/2. At a meeting of the Consulting Committee, it was decided to increase the Capital of the Company to £1,500,000 by the creation of 50,000 new shares of £100 each at 100 per cent. premium (in all £5,000,000) of which £10 will be payable in March and £10 in June, 1905. The new issue will rank for dividend with the old shares, and will be allotted to shareholders on the Register in March, 1905, at the rate of one new to every two old shares then held by them. China Borneos are wanted at 112. China Providents have been done at 94 and have further inquiries. Ices have been bought and more shares can be placed at 25 1/2. Ropes have buyers at 140. Steam Waterboats are wanted after sales at 124 for the old shares. Steam Landries (new issue) have been done at 34. Langkats are in demand at 110. 307.

FREIGHT.

Writing on 22nd inst., Messrs. Lamke and Rogge report as follows:—The market has not undergone any material change since issue of last circular; under the influence of a continuous demand for tonnage, rates of freight, usual fluctuations excepted, have remained firm in all directions and prospects for the near future continue good.

The amount of business transacted from Saigon to this has again been limited and, in consequence of higher grain prices at first mentioned port, rates of freight have dropped a little and cannot be quoted better than 25 cents per picul. Tonnage is, however, hardly procurable at that figure and the two fixtures reported are those of steamers that had to work their way to this port.

The Saigon/Philippine market has assumed a somewhat healthier aspect and fresh chartering has come to pass at 35 cents per picul, though a very prompt boat had to be satisfied with 31 cents. Further tonnage is inquired for in this direction and rates are likely to remain steady as suitable steamers are scarce.

There has been some further demand from Saigon for Java ports, about middle of November loading, but rates quoted, viz. 31 1/2 cents per picul have not been sufficiently tempting to influence business, especially for forward delivery, higher ideas are entertained.

From Saigon to Japan another settlement is on record at last paid rate of 50 cents per picul (Hongkong option at 28 cents) and it is not unlikely that further tonnage could be similarly placed.

Java ports to this, a strong demand continues to prevail and 37 cents per picul would probably be paid for wet sugar, and proportionately less for all dry sugar, but tonnage being difficult to procure, no business has so far resulted. For Japan, we hear of chartering having been done elsewhere at 44 cents per picul dry sugar.

As regards Bangkok, no business has as yet been brought about, but a couple of steamers, viz. Germania and as. Doli, have been taken up on monthly terms and further tonnage, suitable for the trade, could probably be placed. A light draft boat or two of medium size, say 35,000 piculs, might find employment for a series of trips at 35/50 cents per picul. The closing tendency is slightly weaker.

In the north, rates in all directions are just as firm as heretofore. Recent Shanghai advices are holding out strong hopes of a continuation of the present position and indicate that only an unforeseen change in the political situation, which might force the Japanese to release some of their time-chartered vessels, would probably cause a drop in freight. This seems rather doubtful, however, as fresh time chartering is still going on apace in the north.

From Newchwang to Amoy, Swatow or Canton, no chartering has yet come to pass, local importers saying that produce in the north is being held at prohibitive prices. Newchwang will be ice-bound in another month, and it is hard to say whether the South China ports will participate in the autumn season at all. From here to Newchwang, good rates are still being paid and several steamers have been doing well from Formosa to Yingkow at 65 cents per picul.

Coal freight from Japan ports, have experienced a slight drop of late. After business for this port at \$2.25 per ton the decline to \$2.15 per ton and the market closes easy at that figure. No settlements in other directions are reported locally.

On time, in addition to the above mentioned boats, s.s. Carl Messel and s.s. Pronto have been taken up for three and twelve months respectively both for Southern trade, whilst the small carrier, Dagmar is to run between Tainan and Japan.

Mail Freight.—There is nothing fresh to report.

All-India loading or to load.—For New York, American bark E. D. Sutton, arrived 8th June.

Disengaged.—American bark Erie J. Ray, 900 tons. French bark Bourbaki, 1,711 tons.

Departures.—British 4-m. bark Kentmere, 18th October for Baltimore.

HEMP.

In their report of 15th inst., Messrs. Warner, Barnes & Co., Manila, state:—

The upward tendency with which market closed at the date of our last circular has continued over the fortnight for all classes of hemp, and fair transactions have taken place for province parcels on the basis of \$21 for fair Alway current, and \$27 for Tacloban, all arrivals finding buyers.

The demand still continues in excess of supply, and at the close there are buyers at \$21.25 for Alway parcels while sellers ask \$21.50 or say at exchange \$21.50/100 c.o.b. There is no doubt the advance in price and demand for fiber has caused a rush to Manila of all available province hemp which has thus increased the receipts, but whether this increase will continue is doubtful as province advices mention that stocks are now small at most of the principal province shipping ports.

Exchange has advanced to 2 1/4 3/4 m/s documents and the tendency is very firm. Freight rates also are firm at 50/- and offer little prospect of a decline.

FORNIGHTLY MARKET REPORT.

22nd inst.
Cotton, Indian.—Meagre stock has attracted the buyers and about 100 bales were sold at 31 to 33¢ per picul. The unsold stock is estimated at about 200 packages.

Cotton, Chinese.—About 250 piculs changed hands at 33 to 32¢ per picul. The unsold stock is estimated at about 200 bales.

Yarn, Indian.—Hasty sellers coupled with unfavourable advices from the consuming districts caused prices to decline from fifty cents to a dollar per bale all round. A good business is reported as usual in No. 19s and 22s. Nos. 10s and 20s are difficult of sale. Sales are reported of about 6,100 bales. The unsold stock is about 18,000 bales.

Yarn, Local.—Sales are reported of 50 bales of No. 8s at \$115, 550 bales of No. 10s at \$117, and 200 bales of No. 12s at \$119 per bale, in all about 800 bales.

Yarn, Japan.—About 300 bales of No. 20s changed hands at \$135 to 137 per bale.

Opium, Malwa.—Ruled steady and sales are reported of about 130 chests of new \$1,050 to \$1,100. Old about 25 chests at \$1,100 to \$1,200 and oldest about 20 chests at \$1,240 to \$1,280 per picul, in all about 245 chests. The unsold stock is estimated at about 300 chests.

Opium, Bengal.—Prices show an advance and sales are reported of about 710 chests of Panna at \$1,100 to \$1,125. Benares about 475 chests at \$1,055 to \$1,080 per chest, in all about 1,185 chests. The unsold stock is estimated at about 1,450 chests.

Opium, Persian.—Ruled steady sales 50 chests at \$880 to \$910. The stock is about 1,950 chests.

Miscellaneous Quotations:—

Ivory \$300 to \$650
Tin Leaves 111
Cassia 16 to 22
Wax (Japan) 34 to 38
Borax 15 to 17
Sandal Wood 27 to 30
Camphor (Chinese) 112
Camphor (Japan) 125
Reeds 4
Glue 27
Saltpetre 11

RAUBS.

Messrs. Benjamin, Kelly & Potts inform us that they are advised by wire that the Raub crushing for the past four weeks yielded 515 ounces smelted gold from 3,100 tons of ore treated.

FREIGHT.

There are seven settlements on record for the week since the 17th inst. and at rates comparing favourably with those of last week. Japan coal freights show an advance; the two steamers chartered to load Moji to Hongkong secured \$2.25 per ton for the larger vessel and \$2.20 for a German steamer of 1,000 tons. Saigon rates remain the same as last reported, viz. to Manila 31 cents per picul, and to one port Philippines 35 cents per picul.

On monthly terms three vessels have been chartered. These are: 1. German steamer of 984 tons for 3 months at \$7,500 per month; 1. Norwegian (383 tons) 3 1/2 months at \$5,500 per month, and one ditto (837 tons) for 12 months at \$6,250 per month.

SHANGHAI SHARE REPORT.

The following résumé of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s report, published on the 20th October.

A quiet market has not been very brisk this week, and a quiet market has resulted in very few changes of quotations. The comparatively meeting of Farmanh, Boyd and Co. paid unanimously the proposition to form a London Company to be registered at home. In bulk Indo-China are firmly held for a rise, but odd lots keep the market's requirements supplied for the present. Langkats are steady. Hongkew Wharf shares are difficult to get in any quantity except at an advance. Demand on London is 2/6 1/2 1/2. From Hongkong the 3 days' sight is 7 1/4. Consols 288 1/2.

Wharves.—Shanghai and Hongkew Wharf shares have been placed at 110 and 111. 641 c.n. for cash. For old shares 115 has been paid and for new 112 1/2. December shares are in demand at 112 1/2 c.n.

Shipping.—Indo-China have been settled for this month's settlement at 115 93/100. 93 1/2, 94 1/2, 95 1/2, 96 1/2, 97 1/2, 98 1/2, 99 1/2, 100 1/2, 101 1/2, 102 1/2, 103 1/2, 104 1/2, 105 1/2, 106 1/2, 107 1/2, 108 1/2, 109 1/2, 110 1/2, 111 1/2, 112 1/2, 113 1/2, 114 1/2, 115 1/2, 116 1/2, 117 1/2, 118 1/2, 119 1/2, 120 1/2, 121 1/2, 122 1/2, 123 1/2, 124 1/2, 125 1/2, 126 1/2, 127 1/2, 128 1/2, 129 1/2, 130 1/2, 131 1/2, 132 1/2, 133 1/2, 134 1/2, 135 1/2, 136 1/2, 137 1/2, 138 1/2, 139 1/2, 140 1/2, 141 1/2, 142 1/2, 143 1/2, 144 1/2, 145 1/2, 146 1/2, 147 1/2, 148 1/2, 149 1/2, 150 1/2, 151 1/2, 152 1/2, 153 1/2, 154 1/2, 155 1/2, 156 1/2, 157 1/2, 158 1/2, 159 1/2, 160 1/2, 161 1/2, 162 1/2, 163 1/2, 164 1/2, 165 1/2, 166 1/2, 167 1/2, 168 1/2, 169 1/2, 170 1/2, 171 1/2, 172 1/2, 173 1/2, 174 1/2, 175 1/2, 176 1/2, 177 1/2, 178 1/2, 179 1/2, 180 1/2, 181 1/2, 182 1/2, 183 1/2, 184 1/2, 185 1/2, 186 1/2, 187 1/2, 188 1/2, 189 1/2, 190 1/2, 191 1/2, 192 1/2, 193 1/2, 194 1/2, 195 1/2, 196 1/2, 197 1/2, 198 1/2, 199 1/2, 200 1/2, 201 1/2, 202 1/2, 203 1/2, 204 1/2, 205 1/2, 206 1/2, 207 1/2, 208 1/2, 209 1/2, 210 1/2, 211 1/2, 212 1/2, 213 1/2, 214 1/2, 215 1/2, 216 1/2, 217 1/2, 218 1/2, 219 1/2, 220 1/2, 221 1/2, 222 1/2, 223 1/2, 224 1/2, 225 1/2, 226 1/2, 227 1/2, 228 1/2, 229 1/2, 230 1/2, 231 1/2, 232 1/2, 233 1/2, 234 1/2, 235 1/2, 236 1/2, 237 1/2, 238 1/2, 239 1/2, 240 1/2, 241 1/2, 242 1/2, 243 1/2, 244 1/2, 245 1/2, 246 1/2, 247 1/2, 248 1/2, 249 1/2, 250 1/2, 251 1/2, 252 1/2, 253 1/2, 254 1/2, 255 1/2, 256 1/2, 257 1/2, 258 1/2, 259 1/2, 260 1/2, 261 1/2, 262 1/2, 263 1/2, 264 1/2, 265 1/2, 266 1/2, 267 1/2, 268 1/2, 269 1/2, 270 1/2, 271 1/2, 272 1/2, 273 1/2, 274 1/2, 275 1/2, 276 1/2, 277 1/2, 278 1/2, 279 1/2, 280 1/2, 281 1/2, 282 1/2, 283 1/2, 284 1/2, 285 1/2, 286 1/2, 287 1/2, 288 1/2, 289 1/2, 290 1/2, 291 1/2, 292 1/2, 293 1/2, 294 1/2, 295 1/2, 296 1/2, 297 1/2, 298 1/2, 299 1/2, 300 1/2, 301 1/2, 302 1/2, 303 1/2, 304 1/2, 305 1/2, 306 1/2, 307 1/2, 308 1/2, 309 1/2, 310 1/2, 311 1/2, 312 1/2, 313 1/2, 314 1/2, 315 1/2, 316 1/2, 317 1/2, 318 1/2, 319 1/2, 320 1/2, 321 1/2, 322 1/2, 323 1/2, 324 1/2, 325 1/2, 326 1/2, 327 1/2, 328 1/2, 329 1/2, 330 1/2, 331 1/2, 332 1/2, 333 1/2, 334 1/2, 335 1/2, 336 1/2, 337 1/2, 338 1/2, 339 1/2, 340 1/2, 341 1/2, 342 1/2, 343 1/2, 344 1/2, 345 1/2, 346 1/2, 347 1/2, 348 1/2, 349 1/2, 350 1/2, 351 1/2, 352 1/2, 353 1/2, 354 1/2, 355 1/2, 356 1/2, 357 1/2, 358 1/2, 359 1/2, 360 1/2, 361 1/2, 362 1/2, 363 1/2, 364 1/2, 365 1/2, 366 1/2, 367 1/2, 368 1/2, 369 1/2, 370 1/2, 371 1/2, 372 1/2, 373 1/2, 374 1/2, 375 1/2, 376 1/2, 377 1/2, 378 1/2, 379 1/2, 380 1/2, 381 1/2, 382 1/2, 383 1/2, 384 1/2, 385 1/2, 386 1/2, 387 1/2, 388 1/2, 389 1/2, 390 1/2, 391 1/2, 392 1/2, 393 1/2, 394 1/2, 395 1/2, 396 1/2, 397 1/2, 398 1/2, 399 1/2, 400 1/2, 401 1/2, 402 1/2, 403 1/2, 404 1/2, 405 1/2, 406 1/2, 407 1/2, 408 1/2, 409 1/2, 410 1/2, 411 1/2, 412 1/2, 413 1/2, 414 1/2, 415 1/2, 416 1/2, 417 1/2, 418 1/2, 419 1/2, 420 1/2, 421 1/2, 422 1/2, 423 1/2, 424 1/2, 425 1/2, 426 1/2, 427 1/2, 428 1/2, 429 1/2, 430 1/2, 431 1/2, 432 1/2, 433 1/2, 434 1/2, 435 1/2, 436 1/2, 437 1/2, 438 1/2, 439 1/2, 440 1/2, 441 1/2, 442 1/2, 443 1/2, 444 1/2, 445 1/2, 446 1/2, 447 1/2, 448 1/2, 449 1/2, 450 1/2, 451 1/2, 452 1/2, 453 1/2, 454 1/2, 455 1/2, 456 1/2, 457 1/2, 458 1/2, 459 1/2, 460 1/2, 461 1/2, 462 1/2, 463 1/2, 464 1/2, 465 1/2, 466 1/2, 467 1/2, 468 1/2, 469 1/2, 470 1/2, 471 1/2, 472 1/2, 473 1/2, 474 1/2, 475 1/2, 476 1/2, 477 1/2, 478 1/2, 479 1/2, 480 1/2, 481 1/2, 482 1/2, 483 1/2, 484 1/2, 485 1/2, 486 1/2, 487 1/2, 488 1/2, 489 1/2, 490 1/2, 491 1/2, 492 1/2, 493 1/2, 494 1/2, 495 1/2, 496 1/2, 497 1/2, 498 1/2, 499 1/2, 500 1/2, 501 1/2, 502 1/2, 503 1/2, 504 1/2, 505 1/2, 506 1/2, 507 1/2, 508 1/2, 509 1/2, 510 1/2, 511 1/2, 512 1/2, 513 1/2, 514 1/2, 515 1/2, 516 1/2, 517 1/2, 518 1/2, 519 1/2, 520 1/2, 521 1/2, 522 1/2, 523 1/2, 524 1/2, 525 1/2, 526 1/2, 527 1/2, 528 1/2, 529 1/2, 530 1/2, 531 1/2, 532 1/2, 533 1/2, 534 1/2, 535 1/2, 536 1/2, 537 1/2, 538 1/2, 539 1/2, 540 1/2, 541 1/2, 542 1/2, 543 1/2, 544 1/2, 545 1/2, 546 1/2, 547 1/2, 548 1/2, 549 1/2, 550 1/2, 551 1/2, 552 1/2, 553 1/2, 554 1/2, 555 1/2, 556 1/2, 557 1/2, 558 1/2, 559 1/2, 560 1/2, 561 1/2, 562 1/2, 563 1/2, 564 1/2, 565 1/2, 566 1/2, 567 1/2, 568 1/2, 569 1/2, 570 1/2, 571 1/2, 572 1/2, 573 1/2, 574 1/2, 575 1/2, 576 1/2, 577 1/2, 578 1/2, 579 1/2, 580 1/2, 581 1/2, 582 1/2, 583 1/2, 584 1/2, 585 1/2, 586 1/2, 587 1/2, 588 1/2, 589 1/2, 590 1/2, 591 1/2, 592 1/2, 593 1/2, 594 1/2, 595 1/2, 596 1/2, 597 1/2, 598 1/2, 599 1/2, 600 1/2, 601 1/2, 602 1/2, 603 1/2, 604 1/2, 605 1/2, 606 1/2, 607 1/2, 608 1/2, 609 1/2, 6

THE N. C. D. News says that Mr. Bennett Burleigh, the famous correspondent of the *Daily Telegraph*, has bought the steamer *Samson* from the Shanghai Tug and Lighter Co., Ltd. The price is said to have been £100,000. The *Samson* was built in Shanghai by Messrs. Boyd & Co., Ltd., in 1892, and is of 232 tons gross register and 65 R. H. P.

A *Straits Echo* telegram of 14th inst. announces that Mr. Tan Jink Kim has issued a circular letter requesting contributions from non-European for the Straits Medical College. The sum of \$71,000 is required. The Government agrees to pay \$15,000 annually for salaries and upkeep if Mr. Tan Jink Kim raises \$71,000 for the establishment of the College.

The first issue of a monthly magazine entitled, *The Victoria Recreation Club Magazine*, a record of Local Sport, is now in the hands of the printers and will be published about the middle of next month. Subscription, \$2.50 per year. Intending subscribers are requested to send in their names to the Hon. Secretary, Victoria Recreation Club as soon as possible.

THE Cantonese officials at Peking have received an urgent message from their fellow provincials, stating that the Kwangsi rebellion has spread to the situation in Kwangtung, etc. Consequently, they have, through Minister Tai Shao Hui, informed the Governor of Kwangtung to take the necessary steps for the safe-guarding of Kwangtung.—*Eastern Times*.

THERE is some public indignation at Honolulu owing to the fact that the new P.M. steamer *Manchuria*, when she recently arrived on her maiden voyage to the Orient, was unable to enter the harbour, being too deep in the water. The situation is one that has been long foreseen, and local papers all comment on the failure of Congress to provide for harbour dredging.

THE S.S. *Cornfield* of the South Africa Lines left here on Thursday, under the pilotage of Mr. A. S. Warner, second officer of the wrecked steamer *Swanley*, to take the coolies of the latter steamer from Seria Island on to Durban route. No reports of any sickness or fatalities among the coolies have been received here, during their sojourn in their temporary home on Seria.

AN extraordinary general meeting of shareholders in Messrs. S. C. Farnham, Boyd and Company, Limited, was held at the offices, Shanghai, on Wednesday, to confirm the resolutions passed at the previous meeting. These motions were confirmed, and the Chairman announced that Mr. J. R. Twentymen left for England on the 8th inst. to arrange the business in London.

AT the Civil Summary Court on Thursday, the Puisne Judge, (Mr. T. Sercombe Smith) presiding, the Nan Hing Tai firm, represented by Mr. O. D. Thomson, sued the Wing Wo firm for the recovery of \$841.55, being balance of the price of goods sold and delivered by the plaintiffs to the defendants. There was no appearance on the part of the defendants, and judgment was entered for plaintiffs for the full amount claimed, with costs.

THE new silver mint was established by the Board of Revenue, at Tientsin some time ago, and the building for the Bureau of the mint will be finished at the beginning of the next month and the mint itself is waiting for machinery. However, the machinery has been confiscated by the Russians as it was carried by a steamer from America which had been captured by the Russian Vladivostok Squadron and the Waiwup has already approached the Russian Minister at Peking to get the machinery back from Vladivostok, but there is no news and that port will soon be frozen and the machinery will not be available this year.—*Singapore*.

THE German steamer *Dagmar*, which left Bangkok for Hongkong on Sunday morning, the *Bangkok Times* of 13th inst. says, collided with the Harbour Master's steamer *Phra Yom* later on the same day, doing considerable damage. The *Phra Yom* is a new boat, launched last year, and was lying at anchor in Koh-si-Chang harbour, when the *Dagmar* entered. By some miscalculation the *Dagmar* ran into the *Phra Yom* striking her abreast of the engine room. The damage is estimated at about 2,000 ticals, but was not so serious a nature as to prevent the *Phra Yom* making Bangkok in safety. She is now under repair at the Bangkok Dock.

MESSRS. Blackhead and Co. are building for their own use under the superintendence of Mr. James E. C. Banch, who has lately arrived from the motor works of Deimler, Berlin, for the purpose, a motor boat, on the lines of the motor-boat *Phyllis*, built some little time ago for work in the harbour. The new boat is to be on a larger scale, but all the interior arrangements will be the same as those of the *Phyllis*, which has so far given every satisfaction. Mr. Banch, who has had considerable experience in motor engine works, intends to devote the whole of his attention to the building of these boats, to be placed on the market, he remaining himself in the Colony so as to personally superintend their building and any necessary repairs.

THE contract for the work of erection of the Queen Victoria Statue, the front wall, and new entrance to the British Legation, at Bangkok has been given to the lowest tenderer, Messrs. Thye Chuang & Co., contractors, whose price is £100,000. The plans and specifications have been prepared by Messrs. Mackay and MacArthur, Consulting Engineers, who will also supervise the work of erection. These plans and specifications have been arranged so that the work can be carried out with the funds available for the purpose, the design of gates, railings, &c. is consequently not so elaborate as could be desired, still the frontage, when finished, will be a vast improvement on the present one, and the handsome bronze statue will have a more suitable setting. The work will be commenced immediately, says the local *Times*.

Mr. W. R. D. Beckett, H.B.M. Consul at Bangkok, who has for some time been acting as Charge d'Affaires here, has been given the local rank of First Secretary of Legation in the Diplomatic Service. The news has given general satisfaction, says the *Bangkok Times*, both on Mr. Beckett's account, and because it is hoped the precedent will be followed later on. It will certainly be an advantage to have more than one member of the Diplomatic Service attached to the Legation in Bangkok. This local rank is also conferred on the Chinese Secretary of the British Legation at Peking and on the Japanese Secretary of the British Legation at Tokyo, who are both of the Consular Service. But the rule is that they are first appointed Second Secretary of Legation, and Mr. Beckett is specially to be congratulated on his having been given the rank of First Secretary at once. Mr. Beckett has been in the Consular Service in Siam since 1886, and was promoted to be Consul in January 1897.

HONGKONG METEOROLOGICAL SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H. M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—

- Joint Cable Companies' Office.
- Ferry Company's Pier, Ice House Street.
- Blake Pier.
- Post Office.
- Harbour Office.
- Ferry Company's Pier, Kowloon.

WEATHER-FORCASTS and STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with *Remarks, Weather forecasts, and information regarding the existence and movements of typhoons* based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FROD.

Acting Director.
Hongkong Observatory, 29th January, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Connected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$7,000,000 \$250,000 \$175,533 \$194,973	149,554	Div. of £1.10/- @ exchange 1/9 15/16 \$10.41 for first half-year 1904	\$695 buyers (London 26)
National Bank of China, Limited	99,925	£7	£7	\$1,000,000 \$1,000,000 \$1,000,000	\$21,668	\$2 (London 3/6) for 1903	\$39
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$150,494	\$17 for 1903	\$255 sellers
China Traders' Insurance Company, Limited	24,000	\$85.33	\$25	\$900,000 \$151,992 \$331,342 \$122,134	Nil	\$4 for year ended 30.4.1903	\$61
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000 Tls. 31,850 Tls. 1,850,000	Tls. 217,119	Final of 4/- making 14/- for 1903	7 % Tls. 80 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$20,000 \$37,749 \$893,111 \$846,773	\$2,078,997	\$35 for 1903	51 % 16.50 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,704 \$1,000,000	\$486,284	\$12 for 1902	81 % \$150
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$310,047	\$6 dividend & \$1 bonus for 1902	8 % \$90 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$371,110	\$22 for 1902	64 % \$335 buyers
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	\$25 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,915 \$250,000 \$350,000 \$157,555	Nil	\$3 for year ended 30.6.1903	64 % \$35 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$205,000 \$100,000	\$16,362	\$14 for first half-year 1904	101 % \$591 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	none	£5 853	10/- for 1903 @ 1/10 5/16=\$5.378	41 % \$1301 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	91 % Tls. 481 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	8 % Tls. 471 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$400,000 \$600,000 \$15,000	£19,555	Interim of 1/- (Coupon No. 4 for 1903 \$1.80 & b. 40 cts.) for year ending 30.4.04	6 % 23/6 buyers 11 % \$10 31 % \$30
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 \$1,000,000 \$1,000,000	\$1,287	\$5 for 2nd 4-year making \$13 for 1903	81 % \$150 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$33,648	Interim of Tls. 14 for 1904	10 % Tls. 30
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 201,614	Tls. 865	Interim of Tls. 14 for 1904	10 % Tls. 30
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	\$235 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,005	\$3 for 1897	Tls. 64 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 24 for year ending 30.6.03	44 % Tls. 7 sellers
MINING.							
Chinese Engineering and Mining Company, Limited	1,000,000	£1	£1	\$40,000	£7,830	No. 3 of 1/6	\$64 sellers
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. £4,029	No. 12 of 1/- = 48 cents	\$4 0
DOCKS, WHARVES & GODOWNS.							
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,612	Fcs. 85,706	Final of Fc. 15 making Fcs. 55 for 1903	\$115 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,000 \$50,000 \$50,000	\$8,415	Interim of \$4 for 1904	41 % \$222 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	£10	\$50	\$25,500	\$505,471	\$6 dividend and \$2 bonus for first half-year 1904	7 % \$10 buyers \$271 sellers
Howarth Erskine, Limited	17,000	\$100	\$100	\$14,000	\$39,946	\$14 for 1903	41 % \$190 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$48	\$7 dividend	7 % Tls. 177 sales
Riley Hargreaves & Co., Limited	2,750	\$100	\$100	\$150,000	\$4,193	Tls. 7 final=Tls. 12 for year end. 30.4.04	8 % Tls. 137 buyers
Do. (Preference)	750	\$100	\$100	\$150,000	\$4,193	Interim of Tls. 4 for 1904	Tls. 135 buyers
S. C. Farnham, Boyd & Co., Limited	55,000	Tls. 100	Tls. 100	Tls. 500,000 Tls. 487,110 Tls. 50,000	Tls. 48,153	\$6 for 2nd half year 1903	41 % Tls. 190 sales
Shanghai and Hongkong Wharf Company	12,000	Tls. 100	Tls. 100	Tls. 50,000 Tls. 48,153 Tls. 50,000	Tls. 22,895	Interim of Tls. 14 for 1904	41 % Tls. 190 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,500,000	\$43,712	\$6 for 2nd half year 1903	41 % Tls. 190 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,960	\$24 for year ended 30.6.04	81 % Tls. 150
LANDS, HOTELS & BUILDING.							
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	Final of Tls. 4 making Tls. 9.2r 1903	0 % Tls. 51
Astor House Hotel, Limited (Tientsin)	20,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Interim of Tls. 2 for 1904	71 % Tls. 115 buyers
Ching Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	71 % Tls. 115 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,824 \$20,000	\$11,668	\$5 for first half-year 1904	8 % \$48 sales Tls. 21 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 \$13,886 \$200,000	\$51,066	Interim of \$6 for 1904	41 % \$124 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 680	\$9,177	\$0.50 for 1903	61 % \$39 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$50,000	\$636	\$2.50 for 1903	71 % Tls. 115 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	none	Interim of Tls. 3 for 1904	71 % Tls. 115 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	71 % Tls. 115 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 34	Tls. 34 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,226	Tls. 335	Interim of Tls. 3 for 1904	71 % Tls. 115 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	Interim of Tls. 3 for 1904	5 % Tls. 25 sales
West Point Building Company, Limited	12,500	\$50	\$50	none	Tls. 5,362	Interim of Tls. 3 for 1904	5 % Tls. 25 sales
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.3.1903	41 % Tls. 20 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$10	none	\$21,862	50 cents for the year ending 31.7.04	41 % Tls. 20 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,014	Interim of 3 1/2 cts 1898	Tls. 391 sellers Tls. 150
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,900	Interim of 4 1/2 cts 1898 on 6000 shares	\$100
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,618	Tls. 26,389	4 % for 1897	\$91
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$15 for year ending 30.4.1903	\$100
Phillipine Company, Limited	67,500	\$10	\$10	none	nil	First year	\$131
MISCELLANEOUS.							
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820	Tls. 1,091	Interim of Tls. 3	9 % Tls. 65 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	Tls. 25,000 \$25,000 \$25,000	\$2,883	Final of 50 cents making \$1 for 1903	71 % \$131 sellers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	\$2,161	First year	\$55
Campbell, Moore & Co., Limited	1,200	\$0	\$10	\$55.0	\$596	6d. per share for 1903	\$50 buyers
Central Stores, Limited	6,000	\$15	\$15	\$20,000	\$1,253	\$5 for 1903	\$20 sellers
Do. (Founders)	123	\$15	\$15	\$20,000	\$1,253	Interim of \$1.20 for 1904	\$100
Do. (New Issue)	24,000	\$15	\$15	none	First year	Interim of 7 p. cent. for 1904	61 % Tls. 38 sellers
China-Borneo Company, Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	60 cents for 1903	91 % Tls. 65 buyers
China Flour Mill Co., Limited	3,000	\$10	\$10	none	\$5,739	None	10 sales
China Light and Power Company, Limited	100,000	\$10	\$10	\$55,000	\$1,942	80 cents for 1903	81 % \$91 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,942	\$14 for year ending 31.7.03	34 % \$24 buyers
Dairy Farm Company, Limited	10,000	\$71	\$6	\$20,000	\$5,000	Tls. 5 for 1903	71 % Tls. 40 sellers
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	\$12,500	Dr. Tls. 152,318	\$5 div.	
Fraser and Neave, Limited	4,500	\$50	\$50	\$700.00	\$2,706	\$5 div. and \$2 bonus for 1903	71 % \$47 sellers
Gep. Fenwick & Co., Limited	6,000	\$25	\$25	\$125,000	\$10,517	\$35 for 1903	71 % \$331 buyers
Green Island Cement Company, Limited	100,000	\$10	\$10	\$150,000	\$24,115	Final of \$3 making \$3 for 1903	71 % \$100 buyers
Hall & Holtz, Limited	21,000	\$20	\$10	\$23,109 Tls. 2,300	£7,725	\$1 div. and 2/- bonus for 1903	64 % \$15 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	none	\$1,747	\$100 for year ending 30.6.1904	11 % \$90 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$4,83	\$20 for year ending 30.6.1904	64 % \$500
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$10,000	\$5,844	Interim of \$4 for 1904	71 % \$10 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$55,000	\$8,393	\$10 for 1903	71 % \$10
Hongkong Rope Manufacturing Company, Limited	10,000	\$50	\$50	none	\$1,548	Interim of 70 cents	64 % \$31 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	First year	120 buyers
Kats Brothers, Limited	10,000	\$100	\$100	\$125,000	\$1,942	\$15 for 1903	81 % \$91 buyers
Lars. Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,181	Final of 12 making \$12 for year end. 30.6.04	81 % \$140 buyers
Majesty's Appt. tot. Min. Bosch. en Landbouwk.	25,000	Gs. 100	Gs. 100	Tls. 1,469 Tls. 11,433	Tls. 27,187	(2nd quarterly pl. Tls. 2. 1/2 1904) (making 20 pl. Tls. 2. 1/2 1904)	12 % Tls. 308 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ending 31.12.03	71 % \$50 sales
S. Mayfield & Company, Limited	4,000	\$50	\$50	\$1,000	\$633	Final of \$3 making \$3 for the year ending 30.6.04	91 % \$55 sellers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	none	First year	Interim of Tls. 34 for 1904	71 % Tls. 105 sales
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,125	Tls. 7,548	Tls. 4 for 1904	71 % Tls. 272 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 3,288	Interim of Tls. 4 for 1904	71 % Tls. 272 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 7,560	Interim of 14/- for 1904	71 % Tls. 272 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 110,000	Tls. 7,560	\$5 for year ending 31.7.03	71 % \$272 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$600,000	\$800	None	\$272 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$2,000	60 cents for year ending 30.6.04	64 % \$272 buyers
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,444	First year	\$272 buyers
Straits Ice Company, Limited	10,000	\$100	\$100	\$41,000	\$1,722	\$1 div. and 25 cents bonus for 1903	64 % \$272 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$1,123	Interim of 1903	64 % \$272 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$1,151	None	\$272 buyers
Tientsin Native City Waterworks Company, Ltd.	12,041	Tls. 100	Tls. 100	Tls. 12,041	Tls. 415	Final of Tls. 2 making Tls. 415	71 % Tls. 308 buyers
Tientsin Waterworks Company, Limited	7,200	Tls. 100	Tls. 100	Tls. 10,000	Tls. 415	Interim of Tls. 2 making Tls. 415	71 % Tls. 308 buyers
United Asbestos Oriental Agency, Limited	9,999	\$10	\$10	\$20,000	\$180	\$10 for 1903	64 % \$272 buyers
Do. (Founders)	100	\$10	\$10	\$2,000	\$180	\$10 for 1903	64 % \$272 buyers
Watkins, Limited	10,000	\$10	\$10	\$3,000	\$180	Final of 20 cents for 1903	64 % \$272 buyers
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$180	Final of 20 cents for 1903	64 % \$272 buyers